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Government of Nepal
Ministry of Physical Infrastructure and Transport
Department of Roads
Development Cooperation Implementation Division
Strategic Road Connectivity and Trade Improvement Project (SRCTIP)
Jwagal, Lalitpur

Request for Expression of Interest (REOI)

Notice No.: SRCTIP/2/078-79

Date of First Publication: 31 August, 2021

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

S.N.	Contract Identification No.	Post
1	SRCTIP-DOR-CS-IND - 9-2	Occupational Health and Safety Specialist [OHSS]
2	SRCTIP-MOPIT-CS-QCBS-19	Project Management Consultants (PMC) for Road Safety Management (MOPIT) under SRCTIP

Interested consultants 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 deadline as per detailed notice.

Project Director

Government of Nepal
Ministry of Physical Infrastructure and Transport
Department of Roads
Development Cooperation Implementation Division
Strategic Road Connectivity & Trade Improvement Project (SRCTIP)

Notice No. SRCTIP/02/078-79

Contract Identification Number: SRCTIP-MOPIT-CS-QCBS-19

REQUEST FOR EXPRESSION OF INTEREST (REOI)

Date of first publication: **31st August, 2021**

Country: - Nepal

Name of project: Strategic Road Connectivity & Trade Improvement project (SRCTIP)

Credit No.: 6673-NP

Assignment Title: Consultancy Service of Project Management Consultants (PMC) for Road Safety Management (MOPIT) under SRCTIP

Reference No.: SRCTIP-MOPIT-CS-QCBS-19

The Government of Nepal has received financing in the form of credit from the World Bank toward the cost of Strategic Road Connectivity & Trade improvement project (SRCTIP) and intends to apply part of the proceeds for consulting services. The consulting services ("the Services") include **Project Management Consultants (PMC) for Road Safety Management (MOPIT) under SRCTIP; Support the National Road Safety Council at MOPIT, DOR team and related stakeholders in road safety management.** Terms of Reference is available in the website of the Department of Roads: www.dor.gov.np/notice. Anticipated date for commencement of the services is January 2022 and the tentative duration of the assignment is about 36 months.

The Department of Roads, Development Cooperation Implementation Division (DCID) now invites eligible Consulting firms ("Consultants") to indicate their interest in providing the Services. Interested Consultants should provide information demonstrating that they have the required qualifications and relevant experience to perform the Services. The short-listing criteria are:

- Core business and years in business (minimum 5 years)
- General experience of the Consulting firm in any civil engineering projects
- Relevant experience of the Consulting Firm with similarity in nature, size, complexity (road safety management consulting support services projects)
- Managerial and organizational capability of the firm for the assignment

The attention of interested Consultants is drawn to paragraphs 3.16 - 3.17 of the World Bank's Procurement Regulations for IPF Borrowers, *dated July 2016*, revised August 2018 ("Procurement Regulations") setting forth the World Bank's policy on conflict of interest.

A consultant will be selected in accordance with the Quality & Cost Based Selection (QCBS) method set out in the World Bank's Procurement Regulations.

Consultant may associate with other firms in the form of a joint venture or a sub-consultancy to enhance their qualifications. Consultant shall clearly state the form of association, if any, whether in the form of joint venture or sub consultancy in the Expression.

Interested Consultant may obtain further information about the service at the address below during office hour.

Expression of interest must be delivered in written form during office hours to the address below (in person, or by mail, or by e-mail) by **27th September 2021**

Department of Roads

Development Cooperation Implementation Division

Strategic Road Connectivity & Trade Improvement Project (SRCTIP)

Jwagal, Lalitpur

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GOVERNMENT OF NEPAL
Ministry of Physical Infrastructure and Transport

Department of Roads
Development Cooperation Implementation Division (DCID)
Strategic Road Connectivity & Trade Improvement Project (SRCTIP)

Terms of Reference (ToR)
For
Consultancy Services of Project Management Consultants (PMC)
for Road Safety Management (MOPIT) under SRCTIP

Contract Identification No:-SRCTIP-MOPIT-CS-QCBS-19

August, 2021

TERMS OF REFERENCE (TOR)
FOR
CONSULTANCY SERVICES OF PROJECT MANAGEMENT CONSULTANTS (PMC) FOR
ROAD SAFETY MANAGEMENT
UNDER
STRATEGIC ROAD CONNECTIVITY & TRADE IMPROVEMENT PROJECT (SRCTIP)

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 The Department of Roads (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. An iRAP evaluation of some 718 Km of national roads in Nepal with some 962 million vehicle kilometers travelled per year indicates that just 9% of all travel is on roads with 3 stars or better ratings for passenger cars and other four-wheeled vehicles, and an even lower 3% of travel on 3-star or better roads for motorcycles. All these indicate that road safety issues are not addressed during design stage and there is no scientific prioritization of road safety improvements on high-risk roads. 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 road works. 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 (e.g. electronic registry of vehicles, electronic registry of drivers, IT equipment to process traffic and infraction management, etc.), inadequate enforcement equipment (CCTV Camera, radar guns for speed control etc.), and inadequate human and logistical resources.

The Government of Nepal (GoN) is now considering significant reforms to address and strengthen road

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

² 81 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.*

³ Ministry of Physical Infrastructure and Transport (MoPIT), with specific roles for several of its departments (Roads and Transport Management) and the related National Road Safety council strategy 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.

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) report⁴ 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, improve efficiency of 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; (ii) support for prioritized activities from the NRSAP, including coordinating, 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); 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.

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 stretch of the NNM Road (~50 km), 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 designs⁵, 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, breath analyzers, 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.

The RAIMS⁶ is being piloted on Kathmandu valley and Kathmandu-Birgunj 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.

These consulting services are now needed to provide project management support to the NRSC to implement all the above-mentioned safety activities under the SRCTIP.

⁴ WBG (World Bank Group). 2020. "Delivering Road Safety in Nepal: Leadership priorities and initiatives to 2030." Washington, DC: World Bank Group

⁵ viz., provision of medians and crash barriers, improved geometry, forward visibility at blind corners and climbing lanes, improved signage and safety features at all bazars, school zones and public amenities for safety of vulnerable road users (VRUs), and truck laybys for emergency truck stops

⁶ Using TRL software and DRIVER

2. OBJECTIVES OF THE ASSIGNMENT

The main objective of these consulting services (the Services) is 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.

3. SCOPE OF SERVICES

The consultancy will develop and demonstrate an ambitious partnership-based approach to the achievement of road safety goals in Nepal. This includes working effectively across institutional boundaries while remaining accountable to the NRSC and DOR team for agreed deliverables. The consultancy will identify wherever and whenever institutions need support in order to deliver on the road safety component of SRCTIP. This will require periodic identification of high potential opportunities to significantly and sustainably reduce road trauma in Nepal, and initiating tasks with the NRSC and/or stakeholder departments to maximize these opportunities. In light of the results achieved in the SCDP, the consultancy will conduct a high-level review of the road safety strategy/policy and NRSAP in Nepal and develop a shelf of road safety projects for a 3–5-year horizon.

TASK A: Road Safety Management and capacity building support to NRSC

In consultation with the NRSC, the Consultant shall support its coordination, resource allocation, promotion, monitoring and evaluation, research and knowledge transfer functions under all the five United Nations road safety pillars of road safety management, safer roads, safer users, safer vehicles and post-crash care as follows:

Sub-Task 1: Institutional Support

- a. Coordinate to set up an “interim secretariat” with defined roles and responsibilities and necessary resourcing to support NRSC in all its functions. Establish and embed processes to support the NRSC to provide governance for the national road safety effort (through at least 4 meetings annually).
- b. Carry out discussions towards redefining (if needed) NRSC’s roles and responsibilities for its management overview and delivery responsibilities for the NRSAP and implementation of the SCDP;
- c. Carry out assessment towards introducing public-private partnerships in improving road safety infrastructure facilities (specifically in vehicle certifications/inspections⁷, emergency care⁸ and enforcement) through review of best practices and examples from other countries and make related recommendations for Nepal.
- d. Prepare a 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 media⁹.
- e. Review road safety research needs and provide recommendations towards strengthening and progressing such activities.
- f. Coordinate for conducting 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

Sub-Task 2: Operational & Capacity Building Support

⁷ Companies such as Applus have set up such facilities in India

⁸ The 108 Emergency Service in India is based on a PPP model

⁹ Local television, theatres/multiplex screens, radio, newspapers, billboards, posters and social media

- g. Conduct review of investment plans of stakeholder departments, and through consultations with them, suggest any necessary corrective measures, within the budget allocation to facilitate their timely and effective implementation to improve national outcomes to 2025.
 - Coordinate and consult with the Nepal Police and DoTM to review enforcement measures proposed by them to curb unsafe behavior, rash/drunken driving, overloading of vehicles, unauthorized drivers/vehicles plying on the road, and suggest measures for improvement.
 - Coordinate and work iteratively with all departments and other stakeholders to finalize agreed action plan content and responsibilities
 - Develop a framework for prioritizing activities under the NRSAP and based on this, prepare a multi-year work program with departmental accountability for project deliverables, timeframes and reporting to support delivery of the road safety initiatives
- h. Collect and carry out analysis of the accident data (Nepal Police/RAIMS) periodically to identify crash risk factors, and suggest measures for minimizing the crash rate.
- i. Carry out training needs assessment (TNA) to identify professional training programs for substantially upgrading skills of NRSC and working professionals in the following areas:
 - Safe system approach for NRSC and all stakeholder department staff
 - Crash data capture, analysis, and risk factor assessments and crash data management systems
 - Safer roads, safer roadsides, safe engineering design, road safety assessments, inspections and audits and related tools
 - Driver licensing and vehicle registration systems, automated periodic vehicle inspection systems and integrated tools and facilities for driver licensing, vehicle fitness, commercial driver training etc.
 - Develop and/or coordinate towards revising curriculum/training programs and train the trainers at the Police Academy to upgrade the traffic safety knowledge and skills of field police; general deterrence theory and practice, and related operational strategies, tactics and measures (including automated techniques) for senior Police officers (as needed).
 - *Explore and initiate activities towards enhancing road safety activities through occupational safety at site works and gender inclusive activities.*
 - Crash investigation, including advanced systems/equipment for crash investigation and preparation of report for the relevant authorities
 - Post-crash care including first responder training, ambulance care, hospital-based trauma care, rehabilitation of victims and insurance aspects
 - Prepare blueprint for an interagency professional development program in Road Safety Management to ensure that road safety leaders in the stakeholder departments have the essential knowledge and skills required to lead and direct a transformation in road safety performance in Nepal in the medium-long term.

TASK B: Implementation Support on SCDP to DOR, NRSC and stakeholder departments

The Consultant shall support the NRSC/stakeholder agencies in implementation of all aspects of the SCDP covering about 100 km of the NNM road and investment plans along the corridor as follows:

Sub-Task 3: Technical support

- a. Conduct review of safe system infrastructure elements proposed for the SCDP, alongside PIU and establish consensus through NRSC and the World Bank.
- b. Coordinate and carry out consultations with the Nepal Police and Health Departments to review enforcement and post-crash activities to be taken up by them along the SCDP, discuss their adequacy (for general deterrence and emergency ambulance and trauma care, first responder service), and suggest any measures for improvement.
- c. Conduct analysis of equipment requirements and formulate specification and costing of additional equipment required to support enforcement and post-crash care programs.

- d. Recommend safe system compliant speed limits for the treated sections, by conducting discussion with local authorities and other stakeholders as required.
- e. In consultation with NRSC/MoPIT, coordinate with other related ongoing safety initiatives in Nepal (such as any activities being led by WHO, ADB and UNESCAP) to enhance the synergy between these parallel initiatives and those on the SCDP.
- f. The consultant should also explore harnessing any communication material already developed (such as any Public Service Announcements, education material in school curricula from Ministry of Education etc.) and/or equipment to enhance awareness on the SCDP as well.
- g. Develop targeted training (such as refresher training for transport vehicle drivers) and awareness programs and implement the same in consultation with the NRSC/Nepal Traffic Police/DOTM. The awareness programs should target all relevant parties (such as school children and college students in the vicinity) through engagement of appropriate media or agencies, taking into account local literacy levels and language needs. Opportunities will also be explored to use local cultural events and outlets to disseminate key messages.
- h. Participate in monthly progress reviews and advise to take necessary actions for any lapses and delays by the contractors.

Sub-Task 4: Monitoring Support

The Consultant shall support the DOR, NRSC/stakeholder departments as follows:

- i. Monitor services of the service providers for enforcement and post-crash care equipment
- j. Develop and undertake a monitoring and evaluation (M&E) program to cover all the aspects of implementation of SCDP:
 - Assist the NRSC in developing detailed M&E plans/procedures to assess safety performance in the SCDP taking into consideration stakeholder investment plans. Performance measures should take the form of final outcomes, intermediate outcomes and outputs (See Annex 1).
 - Design and deliver M&E plan (periodically) to enable the NRSC to develop and apply more effective engineering, general deterrence-based enforcement with publicity campaigns for improved compliance with vehicle and road user standards and rules, in the entire country road network progressively.
 - Six months after completion of each SCDP stretch in all respects, including deployment of enforcement and post-crash care services, carry out a comprehensive, agreed upon M&E works of such SCDP stretches (including interim and final evaluation of effectiveness of enforcement and post-crash care interventions and before-after surveys of outcomes) and report to the NRSC on the effectiveness of the measures undertaken.
 - Compile documentation of lessons learned and provide specific inputs and actions for suitable incorporation into the subsequent SCDP stretches and into broader national road safety strategy/policy and the NRSAP to address the identified constraints/challenges in Nepal's road safety capacity/management.

Sub-Task 5: Procurement and other Support

The consultant shall support the DOR/NRSC/DoTM as follows:

- k. Procurement of related goods, services etc., as per the World Bank Procurement Regulations for IPF Borrowers, 2016 revised, August 2018
 - Formulate technical specifications and bidding documents for all the enforcement, post-crash care equipment/services, monitoring and evaluation and any other equipment/services to be procured
 - Formulate specifications for supply, installation and calibration, training and maintenance of IT-MIS surveillance equipment.
 - Support inspection and testing of goods and equipment procured to certify that they fulfill the specified technical specifications

1. Assess design and/or on-ground construction from safety perspective and advise the PMT and DOR of any needed/additional road safety infrastructure features and/or furniture, along with related costs etc. to improve safety of all especially vulnerable road users.

TASK C: Support nation-wide roll-out of the RAIMS

The consultant will assist the NRSC in:

- a. Reviewing the pilot implementation of the RAIMS
- b. Assessing user acceptance tests of the system (designed by system developer consultant)
- c. Evaluating appropriate options for nation-wide rollout and recommend measures required to be taken for each option, along with estimated costs and project duration for system implementation.
- d. Preparation of plan based on selected option for full-rollout along with resource and training needs.
- e. Training designated professional in crash data capture, analysis and use as required
- f. Procurement of any equipment required for crash data collection, analysis or use
- g. Any other technical tasks as required.

4. DURATION AND REPORTING OBLIGATIONS

The consulting services shall be implemented over **thirty-six (36) months** from the commencement date. The Consultant will make every effort to comply with the project timelines as stipulated in the Project Appraisal Document for implementation of the SCDP and other tasks.

The Consultant shall submit the following deliverables:

S. No.	Deliverable	Timeline
1	Date of signing of contract	T
2	Inception Report	T + 1
TASK A: Support to NRSC		
3	Coordinate to set up an interim secretariat to the NRSC - Organize meetings, prepare agenda and presentations, distribute draft documents to other stakeholders/partners for comments, prepare minutes and follow up on agreed actions for reporting to the NRSC	Continuous
4	Carry out discussions towards redefining NRSC's roles and responsibilities for its management overview and delivery responsibilities for the NRSAP and implementation of the SCDP	As needed
5	Report on assessment of introducing public-private partnerships in improving road safety infrastructure facilities and related recommendations for Nepal.	T + 3
6	Prepare and submit a road safety promotion plan to raise the profile of road safety and coordinate its delivery through appropriate media	T + 3
7	Report on review of road safety research needs and recommendations on how these could be progressed.	T + 4
8	Coordinate for conducting workshops and provide recommendations for twinning with other agencies nationally and internationally	As needed
9	Report on finalized and agreed upon road safety action plans for DOR, Nepal Police, DoTM and other stakeholders.	T + 6
10	Report on framework for prioritizing activities under NRSAP, along with a multi-year work program with departmental accountability for project deliverables, timeframes and reporting to support delivery of the road safety initiatives.	T + 8
11	Coordinate and consult with the Nepal Police and DoTM to review enforcement measures proposed by them to curb unsafe user behaviour and suggest measures for	Every quarter

	improvement. Progress on this task should be included in the overall quarterly progress reports (see #34).	
12	Collect and carry out analysis of the crash data (Nepal Police/RAIMS) to identify crash risk factors, and suggest measures for minimizing the crash rate. Progress on this task should be included in the overall quarterly progress reports (see #34).	Every quarter
13	Report on Training Needs Assessment (TNA) to identify professional training programs for substantially upgrading skills of NRSC and working professionals	T + 7
14	Blueprint for an interagency professional development program in Road Safety Management with details, including phasing and costs.	T + 9
Task B: Implementation Support to stakeholder departments		
15	Report on review of safe system infrastructure elements proposed for the SCDP.	T + 8
16	Report on enforcement and post-crash activities to be taken up along the SCDP along with suggested measures for deployment of these, related equipment needs, including specifications and costing required to support these programs	T + 10
17	Report on recommended safe system compliant speed limits for the treated sections, following discussions with local authorities and other stakeholders.	T + 12
18	Report on other related ongoing safety initiatives in Nepal (led by WHO, ADB, UNESCAP etc.) to identify synergies between these parallel initiatives and those on the SCDP, and comment on how these may be achieved.	T + 13
19	Prepare and submit targeted training and awareness programs; Provide support for imparting these programs in consultation with the DOTM/NRSC.	T + 10 As needed
20	Participate in monthly progress reviews and advise to take necessary actions for any lapses and delays by the contractors.	Monthly/ as needed
21	Monitor services of the service providers for enforcement and post-crash care equipment (once they are on board).	Continuous
22	Detailed M&E plans/procedures and undertake needed preliminary activities (to establish baseline) to enable assessment of safety performance in the SCDP	T + 12
23	Coordinate towards procuring third-party services to carry out a comprehensive, agreed upon M&E of the SCDP stretches (including interim and final evaluation of effectiveness of enforcement and post-crash care interventions and before-after surveys of outcomes), and oversee their services	Annual
24	Support procurement of goods/services/equipment as per WB guidelines	As needed
25	Support inspection and testing and certify goods and equipment procured.	As needed
Task C: Nation-wide rollout of RAIMS		
26	Report with review of the pilot implementation of the RAIMS	T + 12
27	Assessment report on user acceptance tests of the system (designed by system developer consultant)	T + 15
28	Report on options for nation-wide rollout with measures required to be taken for each option, along with estimated costs and timeline for system implementation, and plan for full-rollout of the selected option along with related resource and training needs.	T + 18
29	Provide training for designated professionals in crash data capture, analysis and use	As needed
30	Support procurement of any equipment required for RAIMS	As needed
General Supervision		
31	Comprehensive report on road crashes in Nepal based on RAIMS data analysis	Annual
32	Report on Monitoring and Evaluation of SCDP performance	Every 6 months
33	Report on all training completed and workshops/knowledge exchanges undertaken	Annual
34	Progress report on support provided on under Tasks A, B and C, and revised work plan (with staffing) based on task completion and anticipated work.	Every quarter

35	Draft final report incorporating all tasks and reports above	T + 34
36	Final report after incorporation of GoN comments	T + 36
<p><i>Note: 1. All the deliverables are required to be submitted in hard copy and soft copy format. 2. With particular reference to the ongoing pandemic, any tasks involving travel shall be assessed by the WB and Consultant using WBG advice at the time of travel. These tasks are contingent on travel being deemed safe and allowed by the origin and destination governments.</i></p>		

5. FIRM'S QUALIFICATION/ EXPERIENCE REQUIREMENT

Firm must have sufficient qualification and experience to carry out the assignment. As a minimum, the consultant (firm) must have (i) 5 years of standing in consulting services in the road transport sector; and (ii) Experience with at least two consultancy services either supporting key government stakeholders in preparation and management of road safety programs or safe road corridor planning/ design/ implementation works with contract values of ≥ 0.2 million USD. Experience of the firm with Multilateral Development Bank financed project will have advantage.

6. TEAM COMPOSITION

6.1 Expert Inputs

142 person-months of key expert input is estimated to carry out the assignment. Consultants are advised to assess their requirements and propose their own staff composition and input, and any needed support staff for efficient performance as per the TOR. The Consultant should also note that two distinct teams should be on hand: one to support the NRSC on strategic and operational aspects; and another to support the DOR/Project Management Team (PMT) of the SCDP on site and accordingly, time requirements for these two sets of teams will be proposed. In addition, the Consultant should also bring in additional external experts as needed for training, post-crash care and communications. If the proposed consultant's team is found inadequate during the performance of the services, then additional staff shall be provided by the consultant at their own cost.

Position	Total Person Months
K1: Road Safety Management Specialist and Team Leader (With International Experience)	27
K2: Transport Regulations and Operations Specialist	19
K3: Enforcement Specialist	21
K4: Highway Engineer	21
K5: Post-crash care Specialist	21
K6: Monitoring & Evaluation (M&E) cum Training Specialist	22
K7: Communications/Publicity Specialist	11
Total	142

Note: List of key professionals and estimated person month is for reference only. The Consultant is responsible to review the required services and may propose own requirements for the key professional and other support staff required to complete the proposed services in a satisfactory manner. Financial proposal should include all the direct and indirect costs necessary to execute the services as elaborated in these TOR.

6.2 Qualifications, Skills and Experience Requirement of Experts

1.	Road Safety Management Specialist and Team Leader (with International Experience)	
i.	Educational Qualification	
	Minimum: Post graduate qualification in Transportation/ Highway Engineering or related field Preferable: Minimum education qualification and Specialist high-level qualifications relevant to Road Safety management, transport legislation and coordination functions	
ii.	Experience	
	<ul style="list-style-type: none"> • Total General Experience 	<ul style="list-style-type: none"> ▪ Minimum: 20 years ▪ Preferable: More years of experience
	<ul style="list-style-type: none"> • Experience in the Proposed Field of Expertise 	<p>Minimum:</p> <ul style="list-style-type: none"> ▪ 15 years' experience in Road Safety Domain mainly in road safety strategies and action management, particularly in the engineering, regulatory, enforcement, monitoring & evaluation, planning and advocacy aspects; ▪ Experience of at least one road safety design project/ road safety regulation, action planning, transport management as Team Leader ▪ Experience of 5 projects/ 5 years of Road Safety Design Project// road safety regulation, action planning, transport management outside native country.
		<p>Preferable:</p> <ul style="list-style-type: none"> ▪ More number of projects and years of experience in above field. ▪ Experience in the similar geographical area ▪ Experience in facilitation of related training, capacity-building and institutional initiatives; high-level skills in strategic and technical advising, and in coordinating complex multi-agency action in a public sector environment ▪ Trainings in road safety sector
iii.	Language	Communicate fluently in English Language
2.	Transport Legislation and Operation Specialist	
i.	Educational Qualification	
	Minimum: Graduate qualifications in civil engineering/ management/ law or related field Preferable: Post-Graduate in civil engineering/ management/ law or related field	
ii.	Experience	
	<ul style="list-style-type: none"> • Total General Experience 	<ul style="list-style-type: none"> ▪ Minimum: 15 years ▪ Preferable: More years of experience

	<ul style="list-style-type: none"> Experience in the Proposed Field of Expertise 	<p>Minimum:</p> <ul style="list-style-type: none"> 10 years' experience with driver licensing, policy development and motor vehicle driver training, testing and licensing in Nepal, 5 projects' experience in advising on, reviewing and/or facilitating amendment of transport and traffic safety specific legislation/regulations. 3 Years/3 projects of Experience in the provision of advisory services to a national or state driver licensing policy agency in a developing or transitional country. At least 1 Year of experience in the management of modern registry systems for drivers and vehicles and related business procedures and technology
		<p>Preferable:</p> <ul style="list-style-type: none"> More projects and years of experience in above field. Familiarity with statutes, regulations and/or rules in the legal framework of Nepal Public Sector and transport related aspects, and experience in legal drafting in preparation of new bills, regulations, legislative amendments, statutory notices and/or orders.is highly desirable. Trainings in road safety sector
iii.	Language	Communicate fluently in English Language
3.	Enforcement Specialist	
i.	Educational Qualification	
	<p>Minimum: Graduate qualifications in any discipline</p> <p>Preferable: Post-Graduate in specialized qualification/credentials related to job title, i.e., in Law enforcement</p>	
ii.	Experience	
	<ul style="list-style-type: none"> Total General Experience 	<ul style="list-style-type: none"> Minimum: 15 years Preferable: More years of experience
	<ul style="list-style-type: none"> Experience in the Proposed Field of Expertise 	<p>Minimum:</p> <ul style="list-style-type: none"> 7 years' experience in traffic enforcement leadership, coordination, policy advice and policing experience, including the line-management of traffic enforcement staff in Nepal Police Agency operating a successful general deterrence mode. 5 years' experience in the design, implementation and evaluation of enforcement-related training and development programs Experience in procurement of different goods including preparation of bid documents and specification
		<p>Preferable:</p> <ul style="list-style-type: none"> More projects and years of experience in above field. A demonstrated ability to communicate road safety enforcement principles and tactics to a broad audience is essential. Previous experience in a law enforcement training facility is desirable A demonstrated understanding of modern operational safety enforcement practices is essential Trainings in road safety sector

iii.	Language	Communicate fluently in English Language
4.	Highway Engineer	
i.	Educational Qualification	
	Minimum: Graduate in Civil/Transport/ Highway Engineering or related field Preferable: Post-Graduate in Transport/ Highway Engineering or related field	
ii.	Experience	
	<ul style="list-style-type: none"> • Total General Experience 	<ul style="list-style-type: none"> ▪ Minimum: 15 years ▪ Preferable: More years of experience
	<ul style="list-style-type: none"> • Experience in the Proposed Field of Expertise 	Minimum: <ul style="list-style-type: none"> ▪ 12 years of professional experience in road sector is required with 10 years of experience either as site project manager or in design of highway projects. ▪ Experience in highway designs having flexible and/or rigid pavements of 5 highway projects and fully familiar with international 'best practices. ▪ Experience of 2 major highway assignments with road safety intervention in similar capacity in developing country.
		Preferable: <ul style="list-style-type: none"> ▪ More projects and years of experience in above field. ▪ Trainings in road safety sector
iii.	Language	Communicate fluently in English Language
5.	Post-crash Care Specialist	
i.	Educational Qualification	
	Minimum: Graduate in medical sciences/emergency medicine/ trauma care/ public health or related health discipline. Preferable: Post-Graduate in medical sciences/emergency medicine/ trauma care/ public health or related health discipline.	
ii.	Experience	
	<ul style="list-style-type: none"> • Total General Experience 	<ul style="list-style-type: none"> ▪ Minimum: 10 years ▪ Preferable: More years of experience
	<ul style="list-style-type: none"> • Experience in the Proposed Field of Expertise 	Minimum: <ul style="list-style-type: none"> ▪ Professional with working experience in hospitals or emergency medical services in public or private sector for a minimum period of 5 years.
		Preferable: <ul style="list-style-type: none"> ▪ More years of professional experience in above field ▪ Trainings in road safety sector
iii.	Language	Communicate fluently in English Language

6.	Monitoring & Evaluation (M&E) cum Training Specialist	
i.	Educational Qualification	
	Minimum: Graduate in Management/Engineering/Economics and/or Business Management or related field Preferable: Post-Graduate in Management/Engineering/Economics and/or Business Management or related field	
ii.	Experience	
	<ul style="list-style-type: none"> • Total General Experience 	<ul style="list-style-type: none"> ▪ Minimum: 12 years ▪ Preferable: More years of experience
	<ul style="list-style-type: none"> • Experience in the Proposed Field of Expertise 	<p>Minimum:</p> <ul style="list-style-type: none"> ▪ 5 projects' experience in project/program management systems and applications specific to transport safety and/or health assessment programs, and in applying modern training concepts and skills to public sector capacity building assignments / projects. ▪ Minimum 5 years technical experience in developing country, with systems and processes dedicated to project-based progress/ performance/results monitoring and outputs/ outcomes evaluation and in undertaking road safety training needs assessments (TNA) and in subsequent formulation and delivery of TNA-based training programs. ▪ Experience of at least one assignment with proven expertise in the development of process frameworks and specifications for IT-supported Monitoring and Evaluation (M&E) functions and resources for technical and operational environments, interfaced with other MIS and decision-support systems and having multi-level reporting capability.
		<p>Preferable:</p> <ul style="list-style-type: none"> ▪ More projects and years of experience in above field ▪ Trainings in road safety sector
iii.	Language	
	Communicate fluently in English Language	
7.	Communications/ Publicity Specialist	
i.	Educational Qualification	
	Minimum: Graduate in Communications/ Social Marketing/ Public Relations and/or Information Management or related field Preferable: Post-Graduate in Communications/ Social Marketing/ Public Relations and/or Information Management or related field	
ii.	Experience	
	<ul style="list-style-type: none"> • Total General Experience 	<ul style="list-style-type: none"> ▪ Minimum: 12 years ▪ Preferable: More years of experience
	<ul style="list-style-type: none"> • Experience in the Proposed Field of Expertise 	<p>Minimum:</p> <ul style="list-style-type: none"> ▪ 5 years extensive experience in developing and executing proactive strategies and plans in community information and communication programs for public health/ or road safety campaigns in Nepal or South Asian context. ▪ 5 years' /2 Projects experience in designing and facilitating consultation and communication initiatives aimed at civil society stakeholders and/or at raising awareness in target community groups

		<p>Preferable:</p> <ul style="list-style-type: none"> ▪ More projects and years of experience in above field ▪ Trainings in road safety sector
iii.	Language	Communicate fluently in English Language

7. GENERAL OBLIGATIONS

7.1 The Consultant’s Obligations

The professional team should comprise an optimal mix of staff having experience of national and international market. The Consultant should avail all non-key technical, administrative and support staff as well as all logistical support to complete the assignment. The Consultant may also propose additional home-based technical backstopping. All inputs are considered to be costed and included in the Technical and Financial Proposals.

The Consultant is responsible to provide living and working spaces, transportation and insurance obligations for its experts and other staff as per legal requirements in Nepal. The consultants shall also arrange accommodation, travel and visas necessary for international staffs.

The consultant shall arrange the necessary air transportation, land transportation including necessary vehicles for all type of surveys and works to deliver their services, effectively.

The Consultant shall cover the costs of training sessions including the rental of computers and license fee of software not available with DOR.

The consultant will coordinate and work closely with the PMT for NNM Road on all SCDP activities.

7.2 Employer’s Obligations

The Employer shall:

- Place all deliverables to the Project Technical Committee for their vetting within 15 days of submission.
- Provide a counterpart to facilitate the Consultant’s activities, communication with the Employer, Road Board Nepal, other government agencies and the World Bank.
- Provide the Consultant access to use available equipment and software on road asset management and Road Accident Information Management System as necessary.
- Allow the Consultant use of available training space/facilities to train DOR staff.
- Provide some working space to the consultant’s team at DOR HQ for better coordination and capacity enhancement of the Employer’s staff.

7.3 Reporting Obligations

The Consultant shall report to the NRSC and the PMT of the NNM road, who are responsible for implementing the project activities under the project.

7.4 The contract type shall be “Time Based Form of Contract”, in which Payment will be based on the inputs of experts/ staff in accordance with the Contract. The Consultant requires to submit reports or other deliverables due for the period for which the payment has been requested.

Annex 1: Performance measures

1. Best practice road safety management incorporates a results framework with three distinct components – final safety outcomes (the results being sought), intermediate safety outcomes (the intermediate results to assess progress), and institutional outputs (the deliverables implemented to affect the intermediate results).
2. Elements of a possible results framework for Nepal are set out below. Such a framework should be the subject of consideration by the NRSC and GON road safety partner agencies. The data needs should then be considered for their ability to be collected and analyzed, and their collection prioritized and funded. The consultants should identify these along with available indicators, and other indicators that could be compiled quickly possibly through country-specific research. Ideally, specific targets are set for each measure. The goal, over time, is for a complete set of data that can be reported, even if some indicators are only measured periodically, such as every three years.

A) Final Safety Outcomes

3. Final safety outcomes are the highest-level results being sought, and comprise three areas:
 - Reduced fatalities
 - Reduced serious injuries
 - Reduced social cost of road trauma.

Ideally the data can be analyzed in the following manner:

- Social cost and injury data should be disaggregated by location, gender, age, user type, crash type, and road type
- Final safety outcomes should be supported by critical exposure information – population, network length, kilometers travelled, and registered vehicles
- International comparison of road safety performance is typically assessed by the number of fatalities per 100,000 people.

B) Intermediate Safety Outcomes

4. Intermediate safety outcomes are important to assess improvement in key indicators and typically require scientifically conducted observational surveys. If these indicators improve, it can be said that the safety of the Nepal population has improved.

Intermediate Safety Outcomes

- Improved safety star rating of infrastructure (iRAP)
- Improved skid resistance on roads
- Lower average traffic speed (rural & urban)
- Lower average age of vehicle fleet
- Higher vehicle compliance with testing standards
- Improved safety star rating of vehicles
- Community attitudes to road safety
- Emergency medical services response times
- Improved motor vehicle driver/rider behaviors
 - less drivers exceeding the legal speed limit
 - less drivers exceeding the legal drink driving limit
 - more riders wearing helmets
 - less drivers using mobile phones
 - more use of seatbelts.

C) Institutional Outputs

5. Road safety is produced, and so a credible results management framework includes operational data that allows Nepal agencies to identify where specific effort is needed to address specific safety issues. These output indicators should logically connect with agreed intermediate safety outcome indicators, i.e., increased quantity and quality of outputs will impact positively on the intermediate outcomes.

Institutional Outputs

- Kilometres of footpath and number of pedestrian crossing points constructed
- Number of intersections and other road sites (including blackspots) treated for safety improvements
- Number of driver licences issued/renewed, and number of licence sanctions applied to restrict the legal opportunity for offenders to drive
- Number of vehicles inspected, and number of vehicle sanctions applied to remove unsafe vehicles from the road network
- Number of commercial operator licenses issued/renewed, number of operator sanctions applied to restrict the legal opportunity for offenders to offer services
- Number of emergency medical services responses to road crashes
- Number of breath alcohol tests administered, and legal actions taken
- Number of speeding tickets issued or other legal actions taken
- Number of legal actions taken regarding use of mobile phones
- Number of legal actions taken regarding helmet wearing
- Number of legal actions taken regarding unrestrained motor vehicle occupants.