

## **OUTLINE TERMS OF REFERENCE FOR INTERNATIONAL ROAD SAFETY CAPACITY DEVELOPMENT CONSULTANT**

### **A. Background**

1. The Government of the Kyrgyz Republic has made a commitment to improving the road safety and, in 2016, together with the other Central Asia Regional Economic Cooperation (CAREC) member-countries endorsed the CAREC Road Safety Strategy titled *Safely Connected: A Regional Road Safety Strategy for CAREC Countries (2017–2030)*. This strategy aims to reduce number of road crash fatalities on the CAREC road corridors by 50% by 2030 (compared to 2010) and provides a benchmark for all CAREC member countries to address regional safety issues through tackling national road safety issues in their own jurisdictions. In addition, the Ministry of Transport and Communications of the Kyrgyz Republic (MOTC) has been transferred the functions of ensuring state control and supervision of road and transport safety.

2. The Asian Development Bank (ADB)-financed CAREC Corridors 1 and 3 Connector Road Project (Phase 2) – Additional Financing (CRP-AF) approved in 2018 aims to help the government of the Kyrgyz Republic in addressing the road safety issues thereby contributing to the implementation of the CAREC Road Safety Strategy, among others. The CRP-AF includes a component on Road Safety Engineering Improvement. This component is envisaged to be implemented through three sub-outputs: (i) sub-output 1: the national road safety strategy finalized and implemented, (ii) sub-output 2: road safety auditing introduced into the business practices of the MOTC, and (iii) sub-output 3: the latest technology for safer transport services applied along the project roads.

3. To this end, MOTC (the executing agency for the project, assisted by the Project Implementation Unit [PIU] in day-to-day implementation of the project component) will engage an International Road Safety Capacity Development Consultant (IRSCDC) for sub-output 1 and a team of international and national consultants (Team B) for sub-outputs 2 and 3 combined.

4. The IRSCDC will be responsible to MOTC/PIU for the successful delivery of all activities under sub-output 1. The IRSCDC will:

- (i) Maintain effective communications with road safety stakeholders such as National Road Safety Council, MOTC, Ministry of Internal Affairs (MOIA), Ministry of Health, Traffic Police, provincial police and health offices, and non-governmental organizations (NGOs);
- (ii) Provide brief progress reports to MOTC/MOIA each quarter and the Final Report at the end of the assignment;
- (iii) Work closely with the Team B working on sub-outputs 2 and 3 and support ADB missions; and
- (iv) Consolidate all progress reports at the end of the services including events proceedings (topics, attendances, presentations, and so forth).

5. The IRSCDC will be recruited in accordance with ADB's Guidelines on the Use of Consultants (2013, as amended from time to time) and its associated project administration instructions and/or staff instructions.

### **B. Scope of Services**

6. The IRSCDC will undertake the following tasks, but not be limited to:

**Task 1. Finalize the draft the National Road Safety Strategy (NRTSS) and Action Plan in compliance with the CAREC Road Safety Strategy and international best practices:**

- (i) Review the existing national governance arrangements for road safety and propose improvements to strengthen results-focused management;
- (ii) Review the draft NRSS to analyse and prepare recommendations in line with CAREC Road Safety Strategy and international good practices;
- (iii) Review the draft Action Plan NRSS and make sure budgets, roles, timeframes, and monitoring and reporting mechanisms are included and prepare recommendations, if necessary, in compliance with the CAREC Road Safety Strategy and international best practice;
- (iv) Summarize findings and recommendations for enhancing the draft NRSS including graphic design, proofing, and alignment with public campaign style;
- (v) Organize consultation meetings with respective agencies, validate the findings, and collate comments; and
- (vi) Prepare recommendations for amendments and additions to the draft NRSS and Action Plan by incorporating the comments received and preparing documents for submission to government.

**Task 2. Consultations on the dissemination:**

- (i) Support translation of the recommendations for the project NRSS and Action Plan in Russian, Kyrgyz, and English languages;
- (ii) Assist MOTC/MOIA in publishing the NRSS in paper and digital forms;
- (iii) Outline a communications strategy including key messages, channels, and audiences;
- (iv) Consult with the respective agencies on the outlined communication strategy;
- (v) Outline a campaign to launch the NRSS including campaign design and testing, buy advertising;
- (vi) Help publish online (website) and monitor public response; and
- (vii) Organize a forum to promote the NRSS and Action Plan.

**Task 3. Support the initial implementation of the NRSS and Action Plan:**

- (i) Coordinate with respective government agencies in budgeting sufficient funds to implement the actions planned for 2023 implementation;
- (ii) Coordinate with ADB to facilitate implementation of the NRSS and Action Plan;
- (iii) Identify NRSS and Action Plan implementation risks and how these are to be addressed, and other matters as appropriate; and
- (iv) Assist stakeholders in monitoring and reporting the status of the Action Plan implementation and identifying issues during the Action Plan implementation.

**Task 4. Other support to government and ADB:**

- (i) Perform other tasks as agreed with MOTC/MOIA;
- (ii) Coordinate with the Team Leader of Team B and join technical workshops/events as needed; and
- (iii) Support ADB missions.

7. The IRSCDC will be supported by a counterpart staff in the person of Road Safety Engineer PIU ADB MOTC and the consultant should work closely with the Department of Control and Supervision of Road Safety.

8. The assignment is expected to be commenced in March 2022 and will be undertaken on intermittent basis in total of 60 working days (home office and field inputs) until 31 December 2023.

**C. Government Support**

9. MOTC/MOIA will (i) assign a counterpart staff to assist consultants in performing their services and coordinating with National Road Safety Council, MOIA, Traffic Police, NGOs and

so on; (ii) provide an office in MOTC/MOIA's building; and (iii) provide with data and information.

**D. Qualification Requirements**

10. The following qualifications are required:
  - A relevant degree in road safety engineering and/or planning;
  - At least 10 years of experience in road safety capacity, policy and strategy formulation and implementation;
  - Direct experience in senior government roles leading road safety programs is an advantage;
  - Experience in working with ADB or World Bank in the CAREC sub-region is an advantage; and
  - English proficiency is mandatory.