

Long Version WB and CDR website

Lebanese Republic Council of Development and Reconstruction (CDR) Roads and Employment Project- World Bank - Loan Number 8705 LB Project Implementation Unit

The Council for Development and Reconstruction (CDR) is in the process of adding a new position to the already established project management unit to assist The CDR in the implementation of the Roads and Employment Project, now invites eligible local experts ("Individual Consultants"), to indicate their interest in providing the required Task. Interested individuals should provide information demonstrating that they have the required qualifications and relevant experience to perform the Tasks by submitting their Expression of Interest ("EOI") and Curriculum Vitae("CV").

EOIs and CVs must be delivered in a written form to Council for Development and Reconstruction, Legal Affairs - Tenders Department - Tallet El Serail – Beirut - Lebanon

referencing Roads and Employment Project Implementation Unit, and the position being applied for.

The selection will be carried out through an interview to evaluate the relevant overall capacity of at least three qualified candidates among those who have expressed interest in the assignment. The CDR will negotiate a contract with the most qualified individual consultant for a contract of 11 months subject to renewal.

Traffic Road Safety (CDR) (Full Time)

A minimum of B.Sc. degree Civil/Transportation Engineer, preferably with master's degree in civil/transportation engineering, or related subject, with at least 15 years experience in in the traffic engineering and road safety aspects in design and supervision of suburban and urban road / transit works. Must have experience in conducting Road Safety Audits, and good knowledge of the International Road Assessment Program (iRAP). Must have completed an approved Road Safety Engineering and/or Accidents Investigation and Prevention course from an internationally recognized organization.

At least 10 years' experience in traffic engineering is required to include planning, traffic surveys, preparation of traffic analysis for junctions and intersections, traffic signal phasing and timing, intersection channelization, and preparation of maintenance and protection of traffic plans, preparation of circulation plans, checking of re-routing and detours proposed by consultants and contractors, design spot improvements, conduct and/or review traffic counts and analysis, review proposed timing plans. Must also have functional knowledge of use of computers for Excel spreadsheets, word processing, and experience in analysis & planning software (Transyt, EMME, HCS, SIDRA, VISSIM, VISUM, or similar). Experience with World Bank procedures is a plus.

While performing his duties, the consultant shall report to the project manager at CDR.

COUNCIL FOR DEVELOPMENT & RECONSTRUCTION

The consultant duties shall include the following:

- Assist and work with Supervising Consultant and other professionals on delivering safe design in roads subject to construction;
- Ensure that safety is adequately considered in the Work Zone Traffic Control Plan. This should be considered before the work zone is open to traffic, and/or after it is open.
- Be capable of Planning, Coordination, implementation and follow-up of road and highway projects: Phasing the project and setting priority plans;
- Contribute to the execution and delivery of Road Safety Engineering project inputs;
- Assist in the project management and coordination of Road Safety issues, as necessary.
- Assist in the development the Road Safety discipline and play a supportive role within the project contracts with internal and external stakeholders and clients and;
- Assist in the identification of the appropriate resources to meet current and future commitments to meet Road Safety Engineering opportunities;
- Liaise with relevant stakeholders and authorities'
- Oversee traffic safety measures for the design stage and implementation of all traffic safety measures during construction
- Oversee traffic management during construction, including the review and approval of the Contractors' traffic management plans and following up its implementation.

The Deadline for receiving EOIs and CVs is to be on **Monday August 30th, 2021 at 12:00 PM** Beirut local time.

EOIs and CVs must be delivered to the address below by hand or carrier.

Address:

Council of Development and Reconstruction (CDR)

Tenders Department

City: Beirut

Beirut - Lebanon

Telephone: (+961-01-980096)

Facsimile number: (+961-01-981255)

Terms of Reference

For the “Traffic and Road Safety” Expert

Roads and Employment Project (REP)

INTRODUCTION

Lebanon is a middle-income country with medium vehicle ownership (1 registered vehicle per 3 people in 2013, which has more recently increased slightly to 1 vehicle per 2.5 people).¹

Road accidents are generating substantial human, social, and economic costs for Lebanon. Road crash deaths and injuries have increased significantly in recent years, from 508 fatalities and 6050 injuries in 2012, to 655 fatalities and 6472 injuries in 2014, as reported by the Internal Security Forces (ISF). The World Health Organization (WHO) estimates the total number of road traffic fatalities in Lebanon in 2013 at 1088 and the associated economic cost between 3 to 5 percent of GDP, higher than the most other countries globally. In Lebanon, the road crash death rate (of 22.6 per 100,000 people) is well above than the global average rate of 17.5.2 The particular significance in Lebanon is the high proportion of pedestrian deaths: 1 over 3 in Lebanon , versus a global average of 22% and a MENA average of 27%.

The road network in Lebanon is generally in poor condition due to years of underinvestment. The Lebanese road network consists of a total length about 21,705 km divided into many categories. The main (or national) road network consists of about 6,380 km of mostly paved roads. The Ministry of Public Works and Transport (MPWT) estimates that about 15% of the main road network is in good condition, 50% in fair condition, and 35% in poor condition. The condition of the road network is hindering the local economic development; particularly, in rural and lagging regions where the condition of the main network is worse than the national average. This situation has also resulted in a large maintenance backlog, a serious deterioration in road quality and costly repairs.

Improved maintenance of roads has a critical relevance for road safety through three mechanisms. First, typically improving road surfaces increases travel speeds and thus both crash numbers and crash severity. Thus, improving road surfaces for other benefits must be accompanied by additional infrastructure improvements to avoid worsening road safety. Second, effective road safety furniture and features must be maintained: For example, guard rail must be repaired, and horizontal delineation must be maintained in clearly visible condition. Finally, the process of rehabilitation must include the addition of more safety

¹ WHO (2015). Global Road Safety Status Report. Geneva: WHO; and information from the Secretariat of the NRSC

² WHO (2015). Global Road Safety Status Report. Geneva: WHO

GDP: Gross Domestic Product

MENA: Middle East and North Africa

IRAP: International Roads Assessment Program

features to manage the risks of increased speeds, noting that education and enforcement cannot be relied upon to manage this risk.

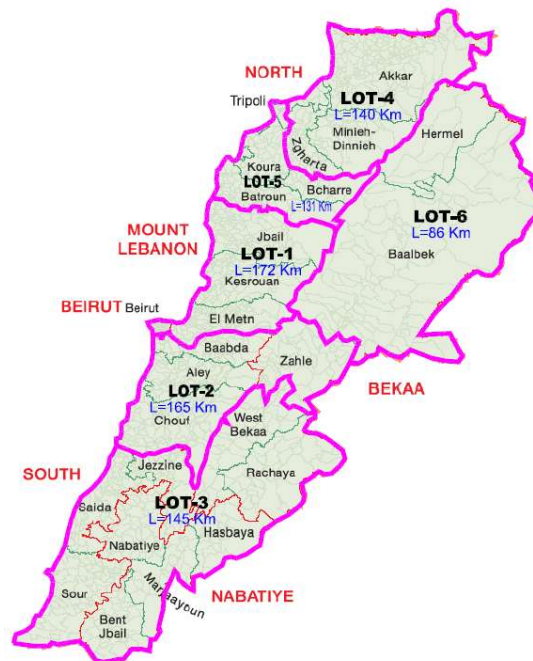
To deal with increasing road traffic and safety challenges, the Lebanese Government announced the implementation of "Road and Employment Project" (REP) which aims to improve transport connectivity and to create direct and indirect jobs for Lebanese and Syrians. The REP is implemented by the Council for Development and Reconstruction (CDR) (hereinafter referred as Client) representing the Government of Lebanon (GOL) with funding support from the World Bank (WB).

PROJECT BACKGROUND

The REP aims to improve the efficiency of road sector expenditures through the prioritization of road works and the improvement of road asset management techniques. The project covers classified roads in 25 Cazas throughout Lebanon with an expected total length of 835 km (see Map in Figure 1) and grouped into six lots as follows:

- Lot 1: roads in Cazas of Jbeil, Kesrouane and El Maten.
- Lot 2: roads in the Cazas of Aley, Baabda, Chouf and Zahle.
- Lot 3: roads in the Cazas of Bent jbeil, Hasbaya, Jezzine, Marjaoun, Nabatiye, Rachaya, Saïda, Sour and Bekaa West.
- Lot 4: roads in the Cazas of Akkar, Minieh-Danniyeh and Zgharta.
- Lot 5: roads in the Cazas of Batroun, Bcharre, Koura and Tripoli.
- Lot 6: roads in the Cazas of Baalbeck and Hermel.

Figure 1 Map showing Roads covered by REP



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The maintenance and rehabilitation activities include asphalt overlays, drainage works, base and subbase reconstruction on selected sections, slope stabilization works, retaining walls, road safety activities (edge safety barriers, marking, signing, etc...) as well as roadside improvements. It is estimated that rehabilitation works will require between 15 months and 18 months for each Caza.

The REP objectives are to: (i) improve transport connectivity along select paved road sections; and (ii) create short term jobs for Lebanese and Syrians.

The project beneficiaries consist of the following:

1. Lebanese and Syrian low skilled labor force participants. The project is expected to create about 1 million labor days of direct short-term jobs in the construction industry, most of it for low skilled Lebanese and Syrians. Substantial additional jobs will also be created in the supply chain industries as well as the engineering and consultancy services in Lebanon. The project will also encourage participation and broader benefits for women.
2. Lebanese and Syrian households, particularly the poor and lower middle class. The project will rehabilitate select road sections in all regions of Lebanon. The Lebanese population as a whole and the Syrians in Lebanon, including women, will benefit from the project through improved connectivity, lower transport costs, and improved road safety. Transport costs and poor road safety disproportionately affect the poor and lower income groups.
3. Local industries and economies. The project will also benefit local industries supporting the construction sector (quarries, transportation, and cement). Local economies will also benefit from improved connectivity and increased demand for local goods and services.

OBJECTIVE OF THE ASSIGNMENT

The Council for Development and Reconstruction (CDR) intends to select a suitably qualified individual Consultant who will act as a Traffic and Road Safety Expert (TRSS) to provide assistance to CDR during the implementation of the Roads and Employment Project.

The (TRSS) shall participate in the regular meetings with the Supervising Consultant, CDR, contractors, and other GoL staff the progress of work of the design team. The TRSS shall participate on "as needed" basis in the meetings with the World Bank staff, and missions in Lebanon. The TRSS shall also review the supervision team deliverables and monthly progress reports. Elements of safeguards oversight will also be provided during the bi-annual World Bank missions.

The services will be undertaken by way of visits to project site locations and preparation and submission of audit reports. There are 13 packages to be audited, therefore the consultant is expected to visit each package site for auditing once every three months.

REQUIREMENTS

The Traffic and Road Safety Expert shall have following qualifications and experience:

- A minimum of B.Sc. degree Civil/Transportation Engineer, preferably with master's degree in civil/transportation engineering, or related subject;
- At least fifteen (15) years of experience in the traffic engineering and road safety aspects in design and supervision of suburban and urban road / transit works;
- Must have experience in conducting Road Safety Audits;
- Good knowledge of the International Road Assessment Program (iRAP) would be advantageous;
- Must have completed an approved Road Safety Engineering and/or Accidents Investigation and Prevention course from an internationally recognized organization;
- Previous experience with public development projects.
- Must be familiar with environment management and health and safety programs of transport projects and/or infrastructure related projects in urban and suburban setting;
- At least 10 years' experience in traffic engineering to include planning, traffic surveys, preparation of traffic analysis for junctions and intersections, traffic signal phasing and timing, intersection channelization, and preparation of maintenance and protection of traffic plans, preparation of circulation plans, checking of re-routing and detours proposed by consultants and contractors, design spot improvements, conduct and/or review traffic counts and analysis, review proposed timing plans.
- Must have functional knowledge of use of computers for Excel spreadsheets, word processing, and experience in analysis & planning software (Transyt, EMME, HCS, SIDRA, VISSIM, VISUM, or similar)
- Languages: English and Arabic are a must; French is a plus.

SCOPE OF WORK

The scope of works entails the provision of the Traffic and Road Safety Expert consulting services for the Roads and Employment Project with the Council for Development. The expected tasks within this scope will cover, but not limited to, the following tasks:

- Assist and work with Supervising Consultant and other professionals on delivering safe design in roads subject to construction;
- Ensure that safety is adequately considered in the Work Zone Traffic Control Plan. This should be considered before the work zone is open to traffic, and/or after it is open.
- Be capable of Planning, Coordination, implementation and follow-up of road and highway projects: Phasing the project and setting priority plans;
- Contribute to the execution and delivery of Road Safety Engineering project inputs;
- Assist in the project management and coordination of Road Safety issues, as necessary.
- Assist in the development the Road Safety discipline and play a supportive role within the project contracts with internal and external stakeholders and clients and;
- Assist in the identification of the appropriate resources to meet current and future commitments to meet Road Safety Engineering opportunities;

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- Liaise with relevant stakeholders and authorities'
- Oversee traffic safety measures for the design stage and implementation of all traffic safety measures during construction.
- Oversee traffic management during construction, including the review and approval of the Contractors' traffic management plans and following up its implementation.

TASKS

The tasks associated with this scope of works are as follows:

- Conduct site visits to all sites prior to commencement of construction to ensure that all the proposed safety measures by the contractors are adequate and in place;
- Report to CDR of any negligence of safety by the contractors;
- Liaise with the supervising consultants regarding all matters related to traffic safety, impacts on traffic operation and capacity, and traffic diversions;
- Coordinate with the utility companies (such as water, electricity, telephone, ect), municipalities and the traffic police;
- Review of traffic designs, specs and related drawing;
- Oversee equipment compatibility with specification;
- Co-ordinate with the design and supervision consultants and contractors on traffic equipment and traffic engineering related matters.

DELIVERABLES

Deliverable associated with this scope of works are as follows:

- Audit of traffic diversion schemes being implement by the contractor in working zones, at all of the 13 packages;
- Site visit reports with photographic documentation and report findings to be submitted within three (3) working days from the site visit via e-mail.
- Assist on other related projects, during design and construction periods, as directed by CDR.

DURATION

It is envisaged that the above services and deliverables will take place during the course of Twenty - Four months, based on an 11 months contract to be renewed by both parties.

ADMINISTRATION AND REPORTING

The Consultant will report to the CDR.

PAYMENTS

Billing and payments in respect of this service shall be made equally and on a monthly basis. The Consultant shall submit his/her invoice at the beginning of each month to cover the services submitted during the previous month, including the road safety audit report following the site visits, noting that the total Consultant's remuneration (fees) shall include all communication fees, software, computers, and any Taxes at the home country of the Traffic and Road Safety Expert.

BANK SECRECY DECLARATION

The Consultant should submit in his/her EOI a signed and stamped declaration, in which, as stipulated in "article (5) of the banking secrecy law dated 3/9/1956 and as stipulated in the resolution of the Council of Ministries no.4 dated 28/4/2020", the Consultant agrees to lift banking secrecy over the bank account used to deposit or transfer public funds related to this Contract, and which will be included as Contract Clause.