

## **REQUEST FOR EXPRESSIONS OF INTEREST**

### **CONSULTING SERVICES – INDIVIDUAL CONSULTANTS**

**Republic of Serbia**

**The Serbia Railway Sector Modernization Project (SRSM)**

**Project ID No. P170868**

**Assignment Title:**

**Individual Consultant (part time) – Transport Planner and Policy**

**Reference No. SER-SRSM-QCBS-CS-21-05**

For the purpose of financing Serbia Railway Sector Modernization Project, Phase 1 of the MPA, IBRD and the Agence Francaise de Développement (AFD), jointly, granted to the Republic of Serbia EUR 102 million loan to support enhancing the efficiency and safety of existing railway assets and improving governance and institutional capacity of the railway sector and the Republic of Serbia intends to apply part of the proceeds to payments for consulting services to be procured under this project.

#### **Scope of Work**

The Transport Planner and Policy of the PIU will be responsible for the following duties:

- Prepare and participate in preparation of the Terms of References and Bidding Documents under Components 2 and 3 as well as in assisting the evaluation committee on the evaluation of expressions of interest and proposals;
- Monitor, supervise and guide consultants working on specific technical assistance under the Components 2 and 3;
- Report on completion, including dissemination, of results of the specific activities under Components 2 and 3
- Review of existing deliverables from completed railway projects which are related to the components of the Project;
- Review existing legislation, policies, and standards related to the perspective of components of the Project;
- Analyze current national institutional and legislative framework with identification of bottlenecks and gaps with respect to the proposed reforms and institutional enhancements in railway sector and relevant EU directives and policies;
- Analyze legislative and administrative framework covering the Project's component at the national, regional and EU level;
- Interpret the assembled information and regular updates on developments in the Project related areas at national, regional and EU level;
- Advise on preparation of policies, strategies, laws and regulations, and administrative framework in Project related areas;
- Comment delivered action plans and develop the roadmap for implementation of policy recommendations for improvement and options for further development of institutional and legal framework related to the Project;
- Prepare reports or recommendations on transportation planning related to the activities under the Project;
- Participate in public meetings or hearings to explain planning proposals under the Project, to gather feedback from those affected by projects, or to achieve consensus on project designs;
- Design transportation surveys to identify areas of public concern relevant for the activities under the Project;
- Define regional or local transportation planning problems or priorities.

- Analyze information related to transportation, such as land use policies, environmental impact of projects, or long-range planning needs, and advise on eventual improvements.
- Advise the MoCTI in implementation of policy recommendations for improvement of institutional and legislative framework related to the Project (support for drafting of strategic documents, laws and bylaws amendments, changes of management and organization of public sector entities within the Project)
- Assist to the Head of the PIU in preparation of the PIU Reports to the Client and the World Bank;
- Close cooperation with other PIU staff to be selected for support to implementation of the Project, and
- Any other task assigned by the Head of the PIU.

It is expected that the period over which the consultant shall provide the Services will be 60 months, or any other period as may be subsequently agreed by the parties in writing, but longest by the end of the project dated December 30, 2026. The assignment is part-time and it is estimated that total input of the Consultant will be 900 days over the Contract period. The Consultant should be available to commence no later than one month after the contract signature.

**In order to be selected, the Consultant must possess, at the minimum, the following qualifications:**

- Educational qualifications: At least a 5- year University Degree in transport/traffic engineering, law, economics or similar;
- Area of professional expertise: Transportation policy;
- Minimum 10 years of general professional experience;
- Minimum 7 years of professional experience in institutional and legal activities related to the transport sector
- Experience in transport sector is mandatory;
- Knowledge of national and EU transport sector legislation is mandatory
- Previous experience with IFI or EU projects is an advantage
- Experience working with the public sector will be an advantage;
- Excellent knowledge of written and spoken Serbian and English;
- Computer skills: MS Office tools
- Project Management with multiple stakeholders;
- Self-Planning & Organizing, Problem Solving, Communication, Teamwork, Initiative..

The detailed Terms of Reference for the above referenced consulting services is posted on the website of the Ministry of Construction, Transportation and Infrastructure (MCTI) [www.mgsi.gov.rs/en/dokuments/serbia-railway-sector-modernization-srsm-project-piu](http://www.mgsi.gov.rs/en/dokuments/serbia-railway-sector-modernization-srsm-project-piu).

The Central Fiduciary Unit (CFU) of the Ministry of Finance now invites eligible individual consultants to indicate their interest in providing the Services. Interested consultants must provide Cover Letter and CV representing description of similar assignments, experience in similar conditions and availability of appropriate skills (scanned diplomas to be sent with CV).

The evaluation criteria for the assignment:

- Specific Experience relevant to the Assignment ( 60 Points)
- Qualifications and Competence relevant to the Assignment ( 40 Points)

The attention of interested Consultants is drawn to paragraph 3.16 and 3.17 of the **World Bank's Procurement Regulations for IPF Borrowers – Procurement in Investment Project Financing Goods, World, Non-Consulting and Consulting Services, July 2016, revised November 2017, August 2018 and November 2020** (“the Regulations”) setting forth the World Bank’s policy on conflict of interest.

A Consultant will be selected in accordance with the *Open Competitive Selection of Individual Consultants* as set out in the Regulations.

Interested consultants may obtain further information from the CFU at the address below from 09:00 to 15:00 hours.

Expressions of interest **in English language** must be delivered to the e-mail address below by **September 9, 2021, 12:00 Noon**, local time.

When submitting Expressions of interest please indicate assignment and reference number for which you are applying.

Contact:	E-mail:	Address:
To:	<a href="mailto:zorica.petrovic@mfin.gov.rs">zorica.petrovic@mfin.gov.rs</a> Ms. Zorica Petrovic Procurement Specialist	Ministry of Finance Central Fiduciary Unit 3-5 Sremska St 11000 Belgrade, Serbia
Cc:	<a href="mailto:ljljljana.dzuver@mfin.gov.rs">ljljljana.dzuver@mfin.gov.rs</a> <a href="mailto:ljljljana.stojic@mgsi.gov.rs">ljljljana.stojic@mgsi.gov.rs</a>	Tel/Fax: (+381 11) 202-15-30

# **Serbia Railway Sector Modernization Project**

## **TERMS OF REFERENCE for Transport Planner and Policy**

### **Background**

The International Bank for Reconstruction and Development (IBRD) launched the Multiphase Programmatic Approach (MPA) to support the Government of Serbia in continuation of institutional, physical and operational modernization of the railway sector in an integrated manner through providing financial support to Serbia Railway Sector Modernization Project as part of the Multiphase Programmatic Approach to be implemented in three overlapping phases over the ten-year period.

For the purpose of financing Serbia Railway Sector Modernization Project, Phase 1 of the MPA, IBRD and the Agence Francaise de Développement (AFD), jointly, granted to the Republic of Serbia EUR 102 million loan to support enhancing the efficiency and safety of existing railway assets and improving governance and institutional capacity of the railway sector.

The Project includes following components:

- Component 1: Infrastructure Investments and Asset Management: Sub-Component 1.1: Reliable and Safe Railway Infrastructure (track rehabilitation, level crossings, railway station “Prokop”, Bogojevo station bypass, measurement stations), Sub-Component 1.2: Technical Documentation for the Phase 2, Sub-Component 1.3: Asset Management
- Component 2: Institutional Strengthening and Project Management: Sub-Component 2.1: Sectoral Governance, Sub-Component 2.2: Human capital, Sub-Component 2.3: Project Management and Citizen Engagement
- Component 3: Railway Modernization Enablers: Sub-Component 3.1: Intelligent Railway Systems (ITS) and Safety Management System (SMS), Sub-Component 3.2: Integrated Territorial Development and Sub-Component 3.3: Modal Shift

Project will be managed by the Ministry of Construction, Transport and Infrastructure (MoCTI) through the Project Implementation Unit (PIU) supplemented by the Project Implementation Teams (PITs) in Railway Directorate (RD) and in railway companies, respectively Serbian Railway Infrastructure (IZS), Serbia Voz (SV) and Serbia Cargo (SV). PITs will act as subordinate implementing agencies and provide technical support for specific Project subcomponents or activities of the MPA that pertain to their area of expertise. Primary responsibility for Project execution lies on PIU which will ensure that the Project development objectives are met.

Ministry of Construction, Transport and Infrastructure (the Client) intends to engage a highly qualified consultant (individual expert) to provide required services more closely

described below. The successful candidate will work closely with the Client and other relevant stakeholders to ensure that the activities of the Project are managed efficiently both technically and in compliance with the objectives of the Project Appraisal Document (PAD), the Loan Agreement, Credit Facility Agreement and the Project Operations Manual. The consultant, always aligned with the Head of the PIU and in collaboration with the other PIU staff, shall interact and liaise with PITs, consultants, World Bank, AFD, and others relevant for successful completion of the tasks. He/she will closely monitor the implementation of the activities in order to coordinate the inputs from the different actors, ensure excellent execution, quickly address implementing challenges and efficiently react to unexpected developments.

## **General information**

Individual Consultant Title: Transport Planner and Policy of the PIU to support Serbia Railway Sector Modernization Project. The Consultant shall report to the Head of the PIU, linked to the MoCTI of the Republic of Serbia.

## **Position in organization**

Immediate superior: Head of the Project Implementation Unit

## **Main position objective**

Generally, the Consultant is responsible for technical support to the implementation of the Component 2: “Institutional Strengthening and Project Management” and Component 3: “Railway Modernization Enablers”.

Respectively, Component 2, Institutional Strengthening and Project Management, focuses on institutional transformation of the rail sector to deepen and sustain recent reforms. The Government of Serbia’s (GoS) previous reform cycle introduced fundamental structural changes, clarified contractual arrangements among institutions, and defined their separate obligations and responsibilities. These measures need to be followed up with institutional capacity building and the introduction of modern management systems and approaches, especially to promote more efficient, customer-responsive and commercially oriented ways of operating. Thus, within this Component support to the effort of GoS in continuing the sectoral reforms through institutional capacity building and the introduction of modern management systems and approaches, especially those that will promote more efficient, transparent, customer-responsive and commercially oriented ways of operating, will be ensured. To this end, the component will finance: (1) Sectoral Governance (a mix of technical assistance and investments to strengthen the governance of the key railway agencies and improve their efficiency and results), (2) Human Capital (a mix of technical assistance and capacity building activities to establish mechanisms and frameworks for long term development of human resources and knowledge sharing in the sector), and (3) Project Management and Citizen Engagement

Component 3, Railway Modernization Enablers, will finance measures for strengthening the enabling environment for the railway sector through selected innovations. In Serbia, utilization of information technologies in railway transport is still in its infancy. Knowledge of market potentials is not structured, and strategies for attracting unconventional users are absent. The GoS would like to introduce new approaches that

have been proven to improve efficiency, effectiveness, and safety. This component will offer a mix of technical assistance and pilot investments for three enabling elements: (i) intelligent railway system (IRS) and SMS; (ii) integration with other transport modes and urban areas; and (iii) optimizing market potential in the rail sector.

In 2016, Serbia opened negotiations with the EU under Chapters 14, Transport Policy and 21, Trans-European Networks of the Acquis Communautaire. Under Chapter 14, the objectives of EU transport policy are establishing efficient transportation systems offering a high level of sustainable mobility throughout the Union, ensuring high standards for safety, security and passenger rights, and improving working conditions. Under Chapter 21, the EU seeks to create a modern infrastructure to ensure connectivity for passengers and freight. It should be noted that there is currently no coherent policy or strategy to guide the development of the transport sector in Serbia. In order to achieve its ambitious investment goals for the next decade, totaling in value nearly EUR 14 billion and to do so in a manner that is sustainable and compliant with chapters 14 and 21 of the EU acquis, Serbia should adopt a national multimodal strategy to guide the development of the transport sector. To this end, a National Transport Strategy 2022 -2030 will be developed in the upcoming period.

In the past 10 years, Serbia has transformed the primary institutions of the transport sector. The railway sector has been restructured by splitting one vertically integrated company into four specialized entities and introduced contractual arrangements between companies and with the government (track access charges, public service obligation). The Railway Directorate is the independent regulator of the railway sector and National Safety Authority. It regulates the activities of the separated state-owned enterprises (SOEs) that provides services (infrastructure, passenger transport, and freight transport) and new market entrants.

Considering aforementioned, the Consultant will be responsible to scope, prepare, monitor, guide, control and report on final deliveries of the activities under component 2 and 3, as per the agreement with the Head of PIU. In addition, the Consultant will be expected to provide expert advice on legislation, policies, and standards related to the perspective of components of the Project, with a special attention on the EU relevant policies and directives. This will be done in close cooperation with the Head of the PIU, other PIU staff and the consultants to be selected for each specific task, as well as the Client, and other agencies (as described in the Project Operation Manual). He/she will closely monitor the implementation of the activities in order to coordinate the inputs from the different actors, ensure excellent execution, quickly address challenges and efficiently react to unexpected developments. In line with the project cycle and Procurement Plan, the implementation of activities as per contract provisions and in compliance with the legal/regulatory framework of the World Bank and the country (R Serbia), he/she will ensure that services are satisfactorily completed on time, within budget, aligned with the contractual requirements and in a coherent way across sub-components.

## **Principal responsibilities**

The Transport Planner and Policy of the PIU will be responsible for the following duties:

- Prepare and participate in preparation of the Terms of References and Bidding Documents under Components 2 and 3 as well as in assisting the evaluation committee on the evaluation of expressions of interest and proposals;

- Monitor, supervise and guide consultants working on specific technical assistance under the Components 2 and 3;
- Report on completion, including dissemination, of results of the specific activities under Components 2 and 3
- Review of existing deliverables from completed railway projects which are related to the components of the Project;
- Review existing legislation, policies, and standards related to the perspective of components of the Project;
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- Analyze legislative and administrative framework covering the Project's component at the national, regional and EU level;
- Interpret the assembled information and regular updates on developments in the Project related areas at national, regional and EU level;
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- Prepare reports or recommendations on transportation planning related to the activities under the Project;
- Participate in public meetings or hearings to explain planning proposals under the Project, to gather feedback from those affected by projects, or to achieve consensus on project designs;
- Design transportation surveys to identify areas of public concern relevant for the activities under the Project;
- Define regional or local transportation planning problems or priorities.
- Analyze information related to transportation, such as land use policies, environmental impact of projects, or long-range planning needs, and advise on eventual improvements.
- Advise the MoCTI in implementation of policy recommendations for improvement of institutional and legislative framework related to the Project (support for drafting of strategic documents, laws and bylaws amendments, changes of management and organization of public sector entities within the Project)
- Assist to the Head of the PIU in preparation of the PIU Reports to the Client and the World Bank;
- Close cooperation with other PIU staff to be selected for support to implementation of the Project, and
- Any other task assigned by the Head of the PIU.

## **Reporting requirements**

The Consultant will provide Monthly Progress Reports, within 5 (five) days after the end of the month for which the report is due. The report should contain at least:

- List of meetings held with brief description of objectives and conclusions;

- The status of progress, problems encountered, corrective actions needed, rationale for actions and
- any further comments relevant for the reporting period.

The Consultant shall prepare ad-hoc reports on any major issues raised during Project implementation, at the Head of the PIU, Client or Bank's request.

### **Knowledge, experience, skills and competencies**

- Educational qualifications: At least a 5- year University Degree in transport/traffic engineering, law, economics or similar;
- Area of professional expertise: Transportation policy;
- Minimum 10 years of general professional experience;
- Minimum 7 years of professional experience in institutional and legal activities related to the transport sector
- Experience in transport sector is mandatory;
- Knowledge of national and EU transport sector legislation is mandatory
- Previous experience with IFI or EU projects is an advantage
- Experience working with the public sector will be an advantage;
- Excellent knowledge of written and spoken Serbian and English;
- Computer skills: MS Office tools
- Project Management with multiple stakeholders;
- Self-Planning & Organizing, Problem Solving, Communication, Teamwork, Initiative.

### **Length of the assignment**

It is expected that the period over which the consultant shall provide the Services will be 60 months, or any other period as may be subsequently agreed by the parties in writing, but longest by the end of the project dated December 30, 2026. The assignment is part-time and it is estimated that total input of the Consultant will be 900 days over the Contract period. The Consultant should be available to commence no later than one month after the contract signature.

### **Facilities to be provided by the Client**

The Client will be responsible for provision of the following:

- Fully equipped office space, with access to Internet, local telephone line, printing, photocopying and document binding;
- Access to necessary documents; and
- Where the Consultant is required to travel, to site or elsewhere in accordance with the Client's instruction, transportation costs will be borne by the Client.

### **Confidentiality**

The Consultant undertakes to maintain confidentiality on all information that is not in the public domain and shall not be involved in another assignment that represents a conflict of interest to the prevailing assignment.

## **Selection of Consultant**

The Consultant will be selected applying Open competitive method.

The Consultant is eligible and his selection does not create any conflict of interest as provided in the Bank`s Procurement Regulations.