

Package No 19
Terms of References (ToR)
for NR13 N&S PMUs' Project Management Consultant

1. Background

The MPWT has received financing support from World Bank, AIIB, EIB and the Nordic Development Fund (NDF) to implement Lao Road Sector Project 2 (LRSP2) and National Road 13 Improvement and Maintenance projects, which will support MPWT to improve critical sections of Lao road network and strengthen its capacity at both central and local levels to manage road improvement and maintenance. The MPWT is the Executing Agency (EA) for the projects.

National Road 13 is the most important highway in Lao PDR, connecting Laos with China in the North and Cambodia in the South, for a total length of 1,500 km.

The proposed project roads, (1) National Road 13 North (NR13N), runs from Vientiane Capital (Km 12) to Phonhong (Km 70) and is 58-km long. It is a critical stretch serving high traffic volumes. This section is close to Vientiane Capital has a higher traffic volume, while the volume decreases farther from Vientiane Capital; (2) National Road 13 South (NR13S), runs from Vientiane Capital (km 71) to Khammouane Province (Km 346) and is 275-km long.

The project road (1) is financed by the World Bank (WB), the Nordic Development Fund (NDF), the Asian Infrastructure Investment Bank (AIIB) and the Government of Lao PDR (GoL) and the project road (2) is financed by the World Bank (WB), the European Investment Bank (EIB), the Asian Infrastructure Investment Bank (AIIB) and the Government of Lao PDR (GoL).

The WB, AIIB, EIB and NDF will finance the cost of the improvement and rehabilitation of the project roads. The GoL, through the Road Maintenance Fund (RMF), will finance the maintenance and land acquisition required for the project, as well as taxes as relevant.

Project (1):

Package 1 being the upgrading of the roadway from 2 to 4 lanes from km 12+000 to km 31+400 (just north of Nam Houm bridge); and Package 2 being upgrading the two-lane sub-section from km 31+400 to km 70 (Phonhong), with cycle lanes and associated infrastructure. All roads are to be constructed new with concrete pavements, and each package contains two bridges to be constructed, along with maintenance of existing bridges. In addition, it is planned that the project will improve the section of 6km between Sikhay and Sikeut also using OPBRC and the project closing date is expected to be extended from May 2023 up to November 2024 for implementation of this last section.

Project (2):

Contract 1: Km 71 to Km 111 widening existing road width from 9 to 12 metres with asphaltic pavement and construction of two new bridges, financed from IDA; Contract 2: Km 111 to Km 190 widening existing road width from Km 111 to 150 which passes Paksan urban and from Km 150 to 190 no widening with asphaltic pavement, financed by EIB; Contract 3: Km 190 to 268 financed by AIIB, and Contract 4: Km 268 to 346 no widening with asphaltic pavement overlay, financed by EIB.

Works on these contracts have started between April 2021 and September 2021, for 3 years rehabilitation and 7 years maintenance under OPBRC.

OPBRC expands the role of the private sector from the simple execution of works to the management and maintenance of road assets. The contractor is paid through a combination of output payments for defined improvement works along with periodic performance-based lump-sum payments for bringing the road to a certain service level and then maintaining it at that level for a relatively long period. The Ministry of Public Works and Transport (MPWT) is planning to award two 10-year contracts for the

works with climate resilient improvement and rehabilitation carried out over the first 2-3-year period (the “Construction Phase”). Operations and maintenance (O&M) requirements commence from the start of the contract and extend for 7-8 years beyond completion of the Construction Phase. The payments for the construction phase will be made if the contractor meets or exceeds the performance indicators for defined fully finished road sections (“milestones”). The quarterly O&M payments are limited to the post Construction Phase period and will be based on the Contractor’s performance in meeting or exceeding the defined Service Levels.

O&M payments will only start after full completion of the Construction Phase. However, the contractor is still required to deliver O&M works during the Construction Phase along the entire contract road – including those parts of the contract road yet to have construction works commenced. Payment during the Construction Phase will be on the basis of completed road subsections (milestones) and against works certification issued by the Implementation Support and Work Supervision (ISWS) consultant.

The Department of Roads (DoR), under MPWT, is responsible for project implementation including overall technical oversight, execution and management of the project. DoR, which will be the Employer for the OPBRC, has appointed a dedicated team (Project Management Unit or PMU) that will be responsible for the day to-day implementation, and operation of the project, including contracting and supervision of all consultants.

For NR13 N and NR13S, DoR has already hired implementation support and work supervision consultant to help manage and supervise OPBRC contracts. Contractors for OPBRC are on board and progress has been made on the ground.

DoR intends to recruit a project management consultant to assist DoR to manage improvement and maintenance of NR 13 South under LRSP 2 project and improvement and maintenance of NR13 North under NR13 project.

The Consultant will be recruited using the Individual Consultant (IC) method following the World Bank’s “Procurement Regulations for IPF Borrowers: Procurement in Investment Project Financing” (hereinafter referred to as “Procurement Regulations”) dated July 1, 2016, revised November 2017.” The services are described in these TOR.

2. Scope of Work and Main Tasks

The consultant will work closely with the Project Management Units Team (PMUs) in the overall project management to ensure that the project achieves its objectives. The Project Management Consultant will work jointly with the Project Management Units team under the direction of the Project Managers, and in relation and under guidance of the international PMC that will monitor the project on intermittent basis. Main tasks are:

- 1) Provide support to Project Managers of NR13N and NR13S on overall project management including contract and project management, overseeing progress of works, overseeing the performance of contractor and supervision consultants, regular updating overall work program and its critical path, monitoring compliance with WB, EIB, AIIB and NDF policies related to the projects and covenants in the financing agreement between the government and Development Partners.
- 2) Development and putting in place Monitoring and Evaluation Systems to ensure that data for M&E is collected in a timely manner and that reporting to the donors is ensured on regular basis.
- 3) Provide support to PMU to track procurement and payment process.
- 4) Provide support to PMU in preparation and participation in joint implementation support missions.
- 5) Provide support to PMU to follow up the implementation of action plans agreed during the implementation support missions.

6) Other duties as assigned.

3. Experience and Qualifications

The qualifications and experience required of the consultant are as follows:

- 1) At least Bachelor's degree or higher in civil engineering or a related field.
- 2) Minimum of 10 years of experience in project and or program management within the infrastructure sector.
- 3) Knowledge, skills and experience in result-based planning, quality control, monitoring and evaluation and human resources management, ideally within the infrastructure sector.
- 4) Familiarity with infrastructure projects funded by the World Bank and other International Financial Institutions.
- 5) Good inter-personal and team building skills.
- 6) Excellent spoken and written skills in English.
- 7) Willingness to travel as needed to provinces.
- 8) Flexibility and ability to work and deliver high-quality production time.

4. Deliverables

The Consultant will provide the followings:

- 1) Quarterly/annually progress reports of the overall implementation of the projects;
- 2) Brief monthly reports on the performance of the supervision consultant (progress, findings, issues or problems encountered on execution) and contractors, including recommendations for improvements;
- 3) Specific reports on critical issues (road safety, contract management, accidents, ...) as needed and required by donors;
- 4) Review draft Bidding Document (if any), OPBRC and ISWS contracts, assist in the formulation of contract amendments (if any).
- 5) M&E system.
- 6) Develop and put in place contract management system;
- 7) Report on improvement of business process for implementation of road improvement and maintenance.

5. Duty Station and Duration

The initial duration of the assignment will be 12 months from (planned) June 2022 to June 2023 with possible renewal based on satisfactory performance.

The duty station is in Vientiane, Lao PDR, with travel to provinces. The Project Management Consultant will be based at the NR13 N&S PMUs' Office (Project Management Units Team Office) at the Department of Roads, Ministry of Public Works and Transport.

6. DoR's Input

DoR will provide office space, technical counterpart, access to the use of photocopy machines and transport to project sites or provinces.

The Consultant will work with the Project Managers (as client) and PMUs' staff and report to Director General of DoR.