

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 Economist

Reference No. SER-SRSM-IC-CS-21-07-3

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 Economist of the PIU will be responsible for the following duties:

The Transport Economist of the PIU will be responsible for the following duties:

- Providing expert advice on financial and economic issues related to the Project, especially within multidisciplinary project components;
- Prepare and participate in the preparation of the Terms of References and Bidding Documents as well as in assisting the evaluation committee on the evaluation of expressions of interest and proposals related Project sub-components;
- Planning, monitoring and administering technical delivery of work, respectively surveys, analysis, strategies, etc.;
- Coordination, commenting, guiding, overseeing as well as reviewing studies and other deliverables within the area of expertise for smooth delivery of services;
- Provide support for all aspects related to demand and supply analysis, regulatory assessments, as well as economic and financial analysis;
- Contribute to efforts in knowledge management to ensure best practices and lessons learned related to railway management and institutional/governance approaches are reflected in railway operations;
- Participation in development planning, including integrated land use and transportation planning, transport investment and economic development under Project components;
- Contribute to activities for advocacy, dissemination and knowledge building around railway sector issues;
- Promote the adoption of technological innovations, institutional/governance setups, financial frameworks, rules and regulations, and commercial practices in railway projects;
- Liaising with the PITs, Central Fiduciary Unit (CFU) and Head of the PIU regarding inputs needed to prepare Bidding Documents, Terms of Reference, Monitoring Reports etc.
- Management of service contracts, ensuring their completion within a defined timeframe, budget and at the required quality;

- Assisting the Head of the PIU in preparing the PIU Reports to the World Bank;
- Close cooperation with other PIU/PIT staff in the implementation of Project components;
- 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 32 months, with a probationary period of six (6) months. The assignment is part-time, and it is estimated that the total input of the Consultant will be 250 days over the Contract period. The consultant shall not be engaged in more than 48 hours per week cumulatively for this assignment plus any other additional assignments/contracts. 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 (M.A.) University Degree in Economics/Finance/ or in Traffic Engineering, Business Administration or similar;
- Area of professional expertise: Corporate/Project finance, Transport economy and/or market economist (revenues, tariffs, etc.);
- Minimum 10 years of general professional experience;
- Minimum 5 years of professional experience in financial management/financial restructuring or financial analysis/market analysis
- Experience in work with IFI and/or EU projects highly appreciated
- Experience working with or within the public sector is highly appreciated
- Experience in the railway sector will be considered as an advantage;
- Knowledge of Serbian language;
- Good knowledge of English language
- Computer skills: MS Office tools
- Participation in Project Management with multiple stakeholders will be highly appreciated;
- 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) <https://www.mgsi.gov.rs/cir/dokumenti/serbia-railway-sector-modernization-project-srsm-piu-and-pit-staff-individual-consultants>

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 **May 4, 2023, 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:	zorica.petrovic@mfin.gov.rs Ms. Zorica Petrovic Procurement Specialist	Ministry of Finance Central Fiduciary Unit 3-5 Sremska St 11000 Belgrade, Serbia
Cc:	ljliljana.dzuver@mfin.gov.rs larisa.puzovic@mgsi.gov.rs	Tel/Fax: (+381 11) 765 2587

Serbia Railway Sector Modernization Project

Terms of Reference For Transport Economist

Background

The International Bank for Reconstruction and Development (IBRD) launched the Multiphase Programmatic Approach (MPA) to support the Government of Serbia in the 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.

To finance Serbia Railway Sector Modernization Project, Phase 1 of the MPA, IBRD and the Agence Francaise de Developpement (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 the 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

The project is 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 (SC). 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.

The 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, primarily with the Serbian Railway Infrastructure (IZS) to ensure that the

investments in railway infrastructure within 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 a IZS PIT, contractors, consultants, World Bank, AFD, and others relevant for successful completion of the tasks. He/she will closely monitor the implementation of the activities to coordinate the inputs from the different actors, ensure excellent technical execution, quickly address design challenges and efficiently react to unexpected developments. The main challenge is to ensure that works, goods and services are satisfactorily completed on time, within budget, aligned with the contractual requirements and in a coherent way across components.

General information

Individual Consultant Title: Individual Consultant (part time) – Transport Economist in the PIU to support railway infrastructure investments in the Republic of Serbia, 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

In general, the Consultant shall be responsible to provide assistance and support to the PIU/PIT in the implementation of several sub-components within the scope of all 3 project components, as well as support the Client, the Beneficiaries and engaged consultants within the area of expertise. The Consultant's main task shall be to provide support in the implementation of Component 3 and its sub-components while providing technical support and expert advice in financial and economic parts of components 1 and 2.

Considering the aforementioned, the Consultant will be responsible for monitoring, controlling and providing expert advice on required surveys for railway services, analysis and strategy(ies), economic and financial data, assessments and other relevant documents prepared by others within the scope of the Project to ensure achievement of Project objectives. 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, the Client, and other agencies (as described in the Project Operation Manual). He/she will closely monitor the implementation of the activities 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, he/she will ensure that services are satisfactorily completed on time, within budget, aligned with the contractual requirements and in a coherent way across several project sub-components.

The Consultant's responsibilities shall be based, but not limited to, the following Project components:

Component 1 - Infrastructure Investments and Asset Management focuses on improving the quality and safety of railway infrastructure and enhancing rail asset management practices. The quality of the railway network will be improved through targeted renewal interventions and the preparation of technical documentation for the investments in the next phases of the Program. Railway safety will be improved through track renewal and upgrading railway level crossings throughout Serbia.

Subcomponent 1.2 - Technical documentation will support preparatory technical work to ensure the readiness of the infrastructure investment pipeline for subsequent phases of the MPA, and, as such, increase the absorption capacity of IZS. Activities to be financed will include, but are not limited to, feasibility studies and preliminary designs, detailed designs, environmental management plans, environmental impact assessments, and resettlement plans, if needed.

Sub-component 1.3 - Asset Management will support the adoption of a specialized Railway Infrastructure Asset Management System (RI-AMS) encompassing the functionalities of the LCC analysis, cost-benefit, Failure Mode Effects and Critically Analysis (FMECA) and Reliability, Availability, Maintainability, and Safety (RAMS) as IZS standard tool for planning and decision making for financing activities. Additionally, this subcomponent will include technical assistance to develop Railway Infrastructure Implementation Plans aiming at rationalizing the scheduling of railway improvements to minimize delays and uncertainties for cargo and passenger operations during the carrying out of civil works.

Component 2 - Institutional Strengthening and Project Management focuses on strengthening rail policies and institutions to deepen and sustain recent reforms. The activities will support GoS's effort to continue the sectorial 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.

Subcomponent 2.1 - Sectoral Governance will provide technical assistance and investments to strengthen the governance of the key railway agencies and improve their efficiency and results. Special focus will be on empowering RD to fulfil its role as a main driver of railway sector modernization. Furthermore, this subcomponent will support IZS, SC and SV to adopt commercially oriented, independent management and modernize their outdated internal structures and systems through broader adoption of ICT technologies and the introduction of business support systems, asset management systems, financial reporting systems, and document management systems.

Sub-Component 2.2 - Human Capital finances technical assistance and capacity-building activities to establish mechanisms and frameworks for the long-term development of human resources and knowledge sharing in the sector. The focus is to develop capacities in IZS, SC and SV to increase the rate of investments, improve asset management, and operate services that appeal to the market.

Component 3 - Railway Modernization Enablers will finance measures to protect the vulnerable and poor and strengthen sectoral enablers for sustainable business growth and job creation. The focus will be on utilising information technologies in railway transport, which is currently still in its infancy, and on deepening knowledge of market potentials and developing strategies for attracting unconventional users. In addition, the subcomponent will finance activities that should establish the foundations for fully implementing the SMS approach.

Subcomponent 3.2 - Integrated Territorial Development will support the integrated territorial development (ITD) in the sector context to attract new users to railways by providing better connectivity to and synchronization with other transport modes and improved accessibility of the train terminals. This subcomponent will finance a comprehensive study to allow GoS and IZS to understand how railway services could attract more users through better integration with the existing and future urban landscape.

Subcomponent 3.3 - Modal shift will support essential first steps toward shifting traffic toward the railways as a greener and more affordable transport mode. To this end, a study will be financed to assess opportunities for increasing railway market share, including the potential for attracting additional traffic, social implications, and impact on environmental footprint.

Principle responsibilities

The Transport Economist of the PIU will be responsible for the following duties:

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- 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 a brief description of objectives and conclusions;
- The status of progress, problems encountered, corrective actions needed, the rationale for actions;
- Time spent working on individual components and
- Any further comments relevant to 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

The Consultant must possess, at the minimum, the following qualifications:

- Educational qualifications: At least a (M.A.) University Degree in Economics/Finance/ or in Traffic Engineering, Business Administration or similar;
- Area of professional expertise: Corporate/Project finance, Transport economy and/or market economist (revenues, tariffs, etc.);
- Minimum 10 years of general professional experience;
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- Experience in work with IFI and/or EU projects highly appreciated
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Length of the assignment

It is expected that the period over which the consultant shall provide the Services will be 32 months, with a probationary period of six (6) months. The assignment is part-time, and it is estimated that the total input of the Consultant will be 250 days over the Contract period.

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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 the provision of the following:

- Fully equipped office space, with access to the Internet, local telephone line, printing, photocopying and document binding;
- Access to necessary documents
- 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 by applying the Open competitive method. The candidates will be evaluated by applying the following evaluation criteria:

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

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