

**Serbia Railway Sector Modernization Project**  
**TERMS OF REFERENCE**  
**for**  
**Railway Investment Specialist**

## **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 by 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 the 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 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 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 (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.

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 Serbian Railway Infrastructure (IZS), the Client, and other relevant stakeholders, to ensure that the investments in railway infrastructure within the Project are planned and 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 PIT and PIU staff, shall interact and liaise with contractors, consultants, World Bank, AFD, and others relevant for the successful completion of the tasks. He/she will closely monitor the preparation and implementation of the activities in order 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: Railway Investment Specialist of the PIT 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**

Generally, the Consultant will be responsible for contributing to the IZS by supporting, in close cooperation with PIU, in planning, development and implementation of investments specified as part of the Component 1: “Infrastructure Investments and Asset Management”, respectively Sub-component 1.1. Reliable and Safe Railway Infrastructure and Sub-component 1.2 Technical Documentation, and Sub-Component 3.1 ITS and SMS and 3.2. Integrated Territorial Development.

Component 1, 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 also through the upgrading of railway crossings throughout Serbia.

Sub-Component 1.1 Reliable and Safe Railway Infrastructure will support IZS in carrying out a program of track renewal and safety interventions to restore service performance. The investments will include renewal of critically important lines and tunnels in Belgrade city center, construction of the second stage of the main railway station in Belgrade center, and improvement of about 150 railway level crossings around the country, and establishment of the Level Crossing Safety Improvement Program. In addition, this subcomponent will finance the construction of Bogojevo Station Bypass, as well as the installation of four measurement stations to monitor the condition of rolling stock, provide data to predict and prevent future failures, and help to identify maintenance needs proactively. Financing will include supervision of all works. These systems will assist IZS to better managing its network by ensuring that operators comply with operational and safety standards. The Consultant will through technical expert advice provide support to IZS in planning, monitoring, and control of activities under the Sub-Component in the Project to ensure the achievement of Project

objectives. Respectively he/she will assist in the review of designs, assessment of potential risks, materials and costs, managing of preparation and execution of service/works contracts and monitoring of their progress.

Sub-Component 1.2 Technical documentation; This subcomponent 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 will not be limited to feasibility studies and/or preliminary designs, detailed designs, environmental management plans, and environmental impact assessments, and resettlement plans, if needed. All preparatory work will consider the effects of climate change and assess options for mitigation and adaptation. Works for these investments will be executed in the subsequent phases of the MPA. The Consultant will be responsible for the coordination of design preparation and approval and provision of other required technical assistance support to ensure that designs comply with specific standards, laws and Client requirements and that they are within defined timeframes and budgets.

Sub-Component 3.1 IRS and SMS; This subcomponent will support (i) the initiation of structured planning of IRSs; (ii) the introduction of SMS in the railway sector; and (iii) the development of the General Data Protection Regulation (GDPR) and Cybersecurity rule book. Potential support of the Consultant is expected in the coordination of service contracts, support in obtaining required approvals/consents from the relevant authorities, and similar.

Sub-Component 3.2; This subcomponent will finance a comprehensive study to allow the Government of the Republic of Serbia and IZS to understand how railway services could attract more users through better integration with the existing and future urban landscape. The study will identify and prioritize short to long-term investments, including smaller organizational and infrastructure interventions that will be financed through selected pilot projects in this Phase 1 operation as well as more complex projects to be implemented in the next phases of the MPA. The Consultant will support IZS in identifying and selecting the pilot projects and consequently the implementation.

## **Principle responsibilities**

The Railway Investment Specialist of the PIT will be responsible for the following duties:

- Participate in drafting and reviewing the tender documents for design and supervision consultant(s)/works contractor(s);
- Liaise with the PIT, Central Fiduciary Unit (CFU), and Head of the PIU regarding technical inputs needed for the preparation of Bidding Documents, Technical Specifications, Requests for Proposals, and Terms of Reference;
- Active participation and assistance during the tender preparation, processing, evaluation, and selection;
- Review and evaluate contractors'/consultants' technical documentation, and schedule;
- Coordination, commenting, guiding, and overseeing rail engineering design(s) and that designs comply with specific standards, laws, and Client requirements and that they are within defined timeframes and budgets;
- Assistance in the management of the execution of work and/or service contracts ensuring their completion within a defined timeframe, budget, and at the required quality;

- Ensuring compliance of the projects with relevant national, WB and EU regulations/procedures;
- Assessment of potential risks and proposal of relevant mitigation measures;
- Close cooperation with other PIU and PIT staff for support to the implementation of the Project
- 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 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**

- Advanced degree or minimum 5-year university degree in civil engineering, transport/traffic engineering or advanced degree or minimum 4-year university degree in economics, finance, or similar;
- Minimum 10 years of general professional experience;
- Minimum 5 years of professional experience in the railway sector;
- Experience in transport planning or engineering and undertaking economic feasibility studies for transport investments, urban transport development planning, and/or traffic management/analysis;
- Experience working on IFI or EU projects,
- Experience working with or within the public sector will be an advantage;
- Experience in preparation of tender documentation and other relevant project documentation (e.g. feasibility studies, designs, etc.) will be an advantage;
- Knowledge of local (regional) language will be an advantage;
- Good knowledge of the English language;
- Computer skills,
- Project Management with multiple stakeholders will be an advantage;
- Self-Planning & Organizing, Problem Solving, Communication, Teamwork, Initiative.

## **Length of the assignment**

The Consultant shall provide full-time services for the life of the project, i.e. until December 31, 2026, with a probationary period of six (6) months.

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

The Client will be responsible for 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; and
- Where the Consultant is required to travel, to the 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 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 Bank's Procurement Regulations.