

Terms of Reference
Senior Expert to Develop Draft National Road Transport Safety Policy
Ministry of Transport and Roads Development, Somaliland – P101-076

1. Background to SDF

The Somaliland Development Fund (SDF) was established in 2012 to provide a single vehicle through which development partners could support Somaliland's development goals. The first phase of the SDF was implemented in 2013-2017 and supported the Government of Somaliland (GoSL) filling a critical gap through funding projects that are fully aligned to the National Development Plan (NDP) while at the same time recognizing the role of GoSL in the delivery of basic services.

The Somaliland Development Fund – Phase 2 (SDF2) covers the period 2018 – 2024. SDF2 is conceived as an inclusive economic development programme. It supports the GoSL in delivering infrastructure that is relevant for inclusive economic development. It focuses on sustainable investments that spur job creation and fast growth, while at the same time laying the foundation for long-term resilience and development, leading to a more stable and peaceful Somaliland. SDF2's ambitions are fully aligned with the NDP2 and reflect the priorities set out in Somaliland Vision 2030. Like in SDF1, all support will be aligned with government priorities as defined in Somaliland's second National Development Plan (NDP2) 2017-2021. The Fund Manager is responsible for the day-to-day management and administration of the Fund.

The objectives of the SDF2 are threefold:

1. Support increased inclusive economic growth through investment in productive, strategic infrastructure to enhance economic growth and revenue generation.
2. Strengthen and maintain the capabilities of the Government of Somaliland to prioritize and manage the sustainable and equitable development of Somaliland's infrastructure.
3. Support strong government ownership of development priorities aligned with the National Development Plan.

2. Ministry of Transport and Roads Development Project

The SDF has allocated funds to the Ministry of Transport and Roads Development (MoTRD) to implement the Burao-Berbera Road Rehabilitation Project. The project contains four outputs, namely:

Output 1:

The first output contains a capacity development for MoTRD staff to carryout road maintenance activities and quality assurance of road constructions works. Proposed capacity enhancement are staff trainings, procurement of maintenance equipment and enhancement of maintenance unit for MoTRD, traffic safety policy and introducing Highway development and maintenance management program HDM4 to utilize road cost economy, best practice design and maintenance.

Output 2:

The second output involves community engagement through creation/enhancing or formation of Roads community committees along with the project areas and another stakeholder (consumers) in Sahil & Togdheer regions. The purpose of these committee is to communicate project information and dialogue on project issues, community project participation, Inclusion, transparency and accountability. The expectation of project impact are the economic development and livelihood contribution of the rehabilitated road to the community along the project area, production industry and land transport sector.

Output 3:

The third output involves full rehabilitation of 82km of Burao-Berbera which transcends between Sahil and Togdheer regions in Eastern Somaliland. The project also will involve replacement of reinforced concrete bridge decks for bridges, namely Dubur, Lalays, Kalajab and Galekor, installation of new culvert pipes, reinstating of road furniture as well as road marking.

Output 4:

The fourth output involves conducting a feasibility and design scope of the road section between Erigavo city and Maydh town which is 78.7km. The accessibility of current gravel road is very rough and tough with mountainous terrain features. The economic contribution of road if developed at a later stage will play a vital role in enhancing the Somaliland fisheries economy. It will specifically unlock the untapped blue economy in the Sanaag region and support economic growth. SDF1 invested considerable amount of funds to the fisheries sector in Sanaag region (Maydh, Xiis, and Lasuurweyn) towns to increase the fishing activities of the eastern coastal regions.

3. Road sector in Somaliland**3.1 Introduction**

Somaliland is located in the Horn of Africa along the Red Sea bordered by Ethiopia to the west, Djibouti to the northwest, and Somalia to the east and south. Somaliland has a total land area of 137,600 square kilometers with an estimated 3.8 million inhabitants with an annual growth rate of 3.14%.¹ Land transport is the principal mode of transportation in Somaliland. More than 99 percent of the population depends on the road network comprising (as of 2017): 1,010 km of paved roads, 1,225 km of unpaved motorable roads, and 6,800 km of unpaved dirt tracks.²

As a result of a long civil war and a weak economy, the Government still faces the challenges of providing the much-needed intervention of revamping the existing road network to spur economic activities. As a result of the huge road maintenance backlog and demand for revamping the road network, the Government established the Roads Development Agency (RDA) in the year 2000 vide a Presidential Decree. RDA is a semi-autonomous institution with its management, operations, and institutional structure led by a General Manager who reports to the Minister of Transport and Roads Development. The Agency is charged with managing, developing, rehabilitating, and maintaining national roads in Somaliland. The Agency collaborates with the other stakeholders on the road works through effective, transparent, and accountable systems.

RDA's vision is to realize an effective and efficient Road Network that supports socio-economic growth in Somaliland through:

¹ Ministry of Planning, Central Statistics Department, 2019

² Road Development Agency

- An effective institutional arrangement including operational guidelines, facilities, and competent motivated human resources.
- Innovative development and resource mobilization models for road infrastructures with a result-oriented leadership and government fund allocation and commitment.
- Cutting edge designs and construction methods.
- Strategic alliances with proficient service providers and stakeholders as well as establishing.

The establishment of RDA is yet to yield the desired results of revamping the existing national road network because of financial and human resources capacity constraints. Hence, SDF provided funding under SDF1 and proposes further funding under SDF2. The SDF2 builds on achievements of SDF1 road projects referred to as a flagship project because they were the first major rehabilitation projects undertaken by RDA, having a substantial impact in the road transportation sector by reducing travel time and transportation costs from major towns to Hargeisa.

3.2 Somaliland Road Policies and Strategies

MoTRD is a government institution that exists to formulate policies, plans, set standards, and build capacity to advocate, regulate, monitor, and evaluate the Transport Sector. The Ministry also provides policy and strategic guidance to parastatal bodies under its supervision such as the RDA.

However, the Ministry is yet to develop and finalise key policies and strategies to support the regulation of the transport sector. Even the ones which are developed, they are still in draft form and are yet to be finalised due to financial and technical constraints. Accordingly, SDF2 has allocated funds to the Ministry of Transport and Road Development to implement the "Buraob-Berbera Road Rehabilitation" project. As a part of the project, some funds are assigned to build the capacity of MoTRD. A portion of this will be spent in the development of a National Road Safety Policy and preparing guideline on training and certification of driving licences to enhance MoTRD's capacity to properly discharge its function of road transport regulation.

In view of the above, the SDF Secretariat is seeking to engage the services of a Senior Expert in Road Transport Safety Policy support the MoTRD in the development of a draft National Road Transport Safety Policy.

3 Objective of the required service

To establish National Road Safety Policy based on safe road system (safe roads, vehicles, speeds, and road users) principles.

4 Key Tasks

Based on the project expectation, the Senior Expert in Road Transport Safety will, with the support from the MoTRD technical team and the Project Management Team, accomplish the following key tasks.

4.1 Task 1: Desk review, analysis and gaps identification

- Review any existing policies, strategies, regulations, reports or documents, and other published and unpublished reports and studies in the roads sector. Some suggested minimum documents for review, most of which are in draft form, are:

- Ministerial and Public Enterprise Regulation Act (2018, Section 25)
- Transportation Regulation Act (2013)
- Road Traffic Act (2013)
- National Transport Policy
- Somaliland axle load Act
- Somaliland Road and Traffic Act
- Motor Vehicle Inspection Act (BBG)
- Strategic plan
- Road Accident Reports
- Establish past and present trends of country road safety issues.
- Based on the above literature, summarize critical (existing) gaps in the country's road safety sector.
- Propose a conceptual framework of the road safety policy formulation.
- Produce high quality inception report (max 10 pages) articulating the road map of the assignment, KII, and FGD tools, workplan (report format will be provided).

4.2 Task 2: Stakeholders consultation workshop

- Conduct comprehensive consultation with the relevant stakeholders to:
 - Ensure the voices, needs, and aspirations of policy stakeholders are heard and considered in the draft document.
 - Understand the current situation of road safety issues, the impact of road accidents, available skills, skill gaps, and potential areas of improvement.

Some of the key stakeholders are the following:

- RDA
- Municipalities (samples to be identified and agreed)
- MoTRD
- Police Department (specifically, department of road safety)
- Ministry of Education and Health
- Transport service providers
- Transport Associations
- Road user's association
- Stakeholders' consultation will be conducted in any (or all) of the following forms:
 - Focal Group Discussion
 - Key Informatics Interview
 - Stakeholders' workshop
- The most appropriate consultation tool(s) will be proposed and approved at the inception stage.

4.3 Task 3: Findings validation workshop

- Organize inception workshop for the selected stakeholders at the national level and other development actors—a list to be agreed on with MoTRD/RDA and SDF Secretariat.
- Present to the stakeholders key findings, critical issues, recommendations of the draft policy.
- Obtain input from the stakeholders which would help guide the policy formulation process.
- Produce revised (updated) policy development road map, which should be approved by the PH and the SDF Secretariat.

- MoTRD will be responsible for providing the required coordination and logistics of the workshop; however, the Expert will be expected to work with MoTRD/RDA to ensure the workshop's success.

4.4 Task 4: Road safety draft policy

- Based on the literature and consultation, produce a draft policy document for project holder and SDF Secretariat review and approval.
- The draft policy should cover, but is not limited to the following themes:
 - Context: current road safety burden
 - Statement Intent
 - Principles, Values, Philosophies
 - Goals, Objectives, and Desired outcomes
 - Roles and responsibilities among the different actors
 - Strategic interventions (policy, technical, and operational levels)
 - Specific actions
 - Performance metrics
 - Monitoring and Reporting
- Draft Road Safety Manual to guide the design and construction of road infrastructures to improve the safety of vulnerable road users.

4.5 Task 5: Draft policy validation workshop

- Conduct stakeholder workshop and present major contents of the policy document and its advantage to the sector.
- Obtain further feedback from stakeholders for refining the draft policy document.

4.6 Task 6: Final draft policy

- The Expert will break for 4 weeks to provide space for the stakeholders to comment, input the policy document.
- The Expert to produce the final draft policy document by incorporating comments and input of the stakeholders.

5 Duration and Locations

The duration of the assignment will be 45 working days.

6 Reporting Arrangements

The Expert will work under the overall supervision of the SDF Deputy Team Leader – Projects or designate and on day-to-day basis, will work with the PMT, especially with the Project Manager and Technical Advisor.

7 Expected deliverables

Upon completion of the study the Expert will prepare and submit three (3) hard copies and editable electronic copies (in Word, Excel, etc.) on CD or any other acceptable format to the SDF Secretariat for onward distribution to the other relevant stakeholders. PDF alone is not allowed.

Activity	Deliverable	Working
Inception report outlining approach, methodology, Initial findings including finding under task 1 and 2, work plan, proposed tools, proposed policy framework, site visit findings, proposed outline of the report and timeframes for different key assignment milestones presented to PMT, SDF Secretariat.	Inception Report (Maximum 20 pages including Annexes.	6 th day
Workshop on the validation of Stakeholders' consultation findings	Workshop (Task 3)	8 th Day
Weekly update presenting key findings, progress and any recommendations	Weekly progress report	Weekly
Draft Road Safety Policy documents including documents that support recommended policy frameworks, operation, and manuals. (Task 4)	Draft Road Safety Policy as annexes to the report including Draft road safety manual.	40 th Day
Draft policy validation workshop (Task 5)	Workshop	42 th Day
Three weeks break for the Client/stakeholders' comment		
Incorporating comments from Client.		43 th & 44 th Day
Final Draft Policy (Task 6)	Approved version	45 th day

8 Required Qualifications/Skills

The assignment will be delivered by a Senior Expert in Road Safety Policy supported by a national counterpart seconded by the MoTRD. The Senior Expert is expected to have the following skills, experience and qualifications:

Qualifications and skills

- At least a Bachelor's degree in civil/Highway/ Transport Engineering.
- Master's degree in Highway Management, Transport Planning, Road Safety Planning or other relevant transport field.
- Proven facilitation, analytical and report writing skills (must submit at least three (3) website links for proof and/or report/publications list in CV for assessment as the main author).
- Demonstrated excellent command of spoken and written English.

General professional experience

- At least 12 years in the implementation of road infrastructure projects from design to delivery at tactical and policy level.
- At least 7 years of experience of international 'best practices' and road safety audit, design, drawings and execution of road safety enhancement features in different countries.

Specific professional experience

- At least 5 years of in-depth experience with road safety policy formulation in sub-Saharan countries.

- Conducted at least two (2) road safety policies or strategies or transport policy and regulatory studies” for the last 5 years in similar context.
- Proven experience in facilitating at least 3 national policy dialogues and/or working groups in the last 5 years.

9. Equipment

No equipment is to be purchased on behalf of the Client/Contracting Authority as part of this service contract or transferred to the Contracting Authority or local counterparts at the end of this contract. The Expert is expected to either rent or bring his/her equipment to complete the consultancy assignment with all the necessary software installed.

10. Fees and Allowances

- The successful candidate will be offered competitive daily fees.
- Fees will be paid on monthly basis based on agreed milestones and submission & approval of milestone report, timesheet and an invoice.
- Final payment will be made after the completion and approval of the final report.
- The SDF Secretariat shall organise and pay for the Expert’s accommodation, travel within Somaliland, and DSA as per SDF guidelines.

9 Duty of care

- The Expert will work under the overall SDF Secretariat Health, Safety and Security protocols.
- The Expert will be expected to provide own insurance for health care (which must include Medevac provision which caters for Covid -19 related evacuation), accidents, and other risks associated to the assignment. The SDF Secretariat shall be free from any liabilities arising from the same.

10 Other provisions

- **Accountability:** The SDF Deputy Team Leader (Projects) maintains the overall supervision of this assignment. However, the Expert will technically report to the Civil Engineer/Construction Specialist at the SDF Secretariat and will work on day-to-day basis with the Project Management Team at MoTRD, specifically the Project Manager and Technical Advisor.
- **Duty post:** The work is to be performed in Hargeisa. Travel to the field if required will be arranged by the SDF/MoTRD.
- **Personal computers:** The Expert will be responsible for provision of his/her own computer.
- **Possession of sites:** SDF Secretariat/MoTRD project team may accompany the Expert to field missions and within Hargeisa or outside for the purpose of possession of sites/familiarization. In this case, the Project Management Team staff and other relevant technical staff will be available to work closely with the Expert.
- **Relevant documents:** The SDF Secretariat/MoTRD shall furnish all pertinent available data and information and give such assistance as shall be reasonably required by the Expert in carrying out provision of this Agreement.
- **Office Space:** MoTRD will provide office space for the Expert’s team during their stay in Hargeisa.
- The SDF Secretariat will arrange all transport by road or air as needed.
- The SDF Secretariat will arrange accommodation.