1 BACKGROUND

The 110 km Ploiesti-Brasov Motorway construction (hereafter “the Project”) is a part of Romania’s General Transport Master Plan (GTMP) and forms part of the comprehensive Trans-European Transport Network (TEN-T). The Project would complement the existing 60 km Bucharest-Ploiesti Motorway and would link Bucharest with the regional center of the Brasov area. More strategically, this would fundamentally change connectivity between Bucharest and the closest of Romania’s most economically vibrant areas. As a result, the Project has become one of the government’s flagship initiatives.

There have been three prior failed attempts at developing the project under some form of private concession, the latest in 2014. Experience of this attempt showed that insufficient project preparation placed the Government of Romania at a severe disadvantage when negotiating with prospective Project sponsors. It also demonstrated that many technical constraints envisaged during the feasibility study (made in 2006) have become outdated. For example, the 2006 feasibility study set an alignment that avoided any tunnel in excess of 300 meters.

There is a need to prepare the Ploiesti-Brasov Motorway project to a higher standard to ensure that the construction phase will proceed smoothly. The Government of Romania has accordingly sought World Bank support for a Technical Assistance loan that would tentatively include the following components:

- **Component 1: Preparation for the Ploiesti-Brasov Motorway’s delivery:** This component will support financing of preparation tasks directly related to the Ploiești-Brașov Motorway from the current end of the A3 motorway in Ploiești to Râșnov, up to level where the construction can be tendered.

- **Component 2: Institutional strengthening and sector initiatives:** This component would support financing of complementary activities related to building capacity in the ministry of transport and the public sector in general in order to further deliver more motorway construction projects.

The World Bank is seeking to engage a technical expert (hereafter the “Consultant”) based in the Bucharest area. The Consultant will support the World Bank Task Team in delivering the loan requested by the government, especially in its role to help the Project Implementation Unit assigned to prepare the Ploesti-Brasov Motorway’s development. This individual will be engaged directly by the World Bank under a Short-Term Consultancy (STC) contract and will execute the scope of work described in this TOR.

2 ASSIGNMENT OBJECTIVES

- Support the review of the technical gaps that have hampered past Project preparation activities and propose ways to address them;
- Support the World Bank team in ensuring that tasks included in the World Bank loan are based on technically sound terms of reference and aligned with local laws, standards, and industry practices;
▪ Assist the World Bank’s task team to meet loan processing milestones and subsequent supervision of loan execution;
▪ Provide support in addressing the PIU’s technical needs during the design, procurement, and execution of preparation tasks linked to loan preparation;
▪ Support the WB team in Advising on the PIU’s hiring and procurement initiatives with technical inputs or reviews as needed; and
▪ Supporting the World Bank team in ensuring quality control over Project preparation tasks.

3  ASSIGNMENT SCOPE
The Consultant’s scope of activities will include: (i) technical desk reviews and research; (ii) consultation meetings with project stakeholders; (iii) field visits; (iv) assistance to prepare and manage third party consultancies; (v) capacity development / training; and (vi) ad-hoc technical tasks to support project preparation activities.

4  SPECIFIC TASKS
4.1  Task 1: Taking stock of past efforts and preparing to move forward
▪ Review and advise the World Bank’s Task Team on the quality of technical outputs from preliminary designs, site surveys, and other technical studies undertaken in 2006 and 2014 for the Project. This review should include an assessment of the pros and cons of the design constraints, the alternative right of ways in various sections, with specific focus on structures used. The section Comarnic - Brasov has been the purpose of several competing designs while Ploiesti Comarnic was only studied once at FS level, but the consultant will also review the proposals for the latter section. As part of this review, the Consultant should support the team in carrying out discussions with relevant government departments, offices, and consulting companies that implemented early project planning and design activities;
▪ Assess the reasonableness of past estimates for Project cost and duration. Based on this work, the Consultant should develop “ballpark” revised estimates using data from other projects in Romania wherever possible;
▪ Assess preliminary specifications included in the FS for the Project and identify potential measures to improve upon: (i) resilience to natural events such as flooding and seismic activity; and (ii) whole life costs; and
▪ Review the road safety features indicated in the same and advise on additional measures that detailed designs should include / expand upon.

4.2  Task 2: Support the design of Project preparation activities
The Consultant will draw on analysis and conclusions from Task 1 and will provide support in designing Project Preparation activities. This will include the following:
Providing input to the Terms of Reference for the project Feasibility Study that reflect consideration for appropriate Romanian project assessment guidelines and motorways specifications. The Consultant’s activities should also ensure that European Union (EU) guidelines for project assessment are reflected in Feasibly Study TOR such that the Project could potentially be eligible to receive funding from EU sources. Input to the Draft terms of reference should be provided to the World Bank team to and in close consultation with the Ministry of Transport;

Review design specifications and standards that are being followed during the execution of motorways works in Romania to ensure they are fit for purpose and correctly reflected in the Project Feasibility Study TORs and other technical assessments such as the ones related to land acquisition and environmental impact assessment. In consultation with the Ministry of Transport, the Consultant should also identify and propose measures to address any gaps identified through the use of foreign standards, augmented Project-specific provisions to complement Romanian standards, or alternative remedies;

Provide ad-hoc technical advice and training to PIU staff relating to their respective roles where needed;

Provide support in the consultations on the draft Terms of Reference that have been developed for the Project’s Environmental and Social Impact Assessment (ESIA). The Consultant should observe consultations, and collect feedback. Based on the results, the Consultant will provide recommendations to refine Feasibility Study TOR to accommodate any required changes in scope and the staging of Feasibility Study Activities required to accommodate ESIA tasks;

Attend meetings arranged by the Bank Task Team and the government and provide advice on different technical or management issues to the project;

Accompany PIU staff on site visits to provide technical expertise as required;

Review the PIU’s estimate schedule and cost for project preparation activities based on similar experiences from projects in Romania. The Consultant’s work should include continuous support to the PIU’s efforts to develop a critical path schedule for understanding interdependencies between Project preparation tasks and the potential impact that delays on sub-tasks may have on the overall delivery schedule for Project preparation;

4.3 Task 3: Support to the World Bank’s Task Team

- Participate as a team member in Bank missions to prepare for loan signing and subsequent Supervision and Implementation Support missions during loan execution;
- Contribute technical inputs to Bank documents such as Aide Memoire’s, Interim Status Reports (ISRs), and ad-hoc reports to Bank management;
- Support the Task Team to monitor and follow up on agreed actions following Supervision and Implementation Support missions;
- Provide technical reviews of Project preparation reports, terms of reference, procurement plans, draft contracts, and other documents that the PIU forwards for World Bank reviews and no-
objections. The Consultant will provide recommendations for approval / revision to the World Bank’s Task Team Leaders for their consideration and communication with the PIU.

5 **TIMELINE, BILLING SCHEDULE, AND OUTPUTS**

The Consultant’s initial assignment will take place between January 2018 and June 30, 2018 and will entail approximately 70 days of inputs. Subject to performance and availability of funding, the Consultant’s engagement may be extended for the period July 2018-2019 to provide support to the World Bank task team on the same project. The consultant will invoice against days required to achieve project tasks. Any expenses incurred during authorized operational travel will be reimbursed in accordance with World Bank travel policies.

6 **MANAGEMENT AND REPORTING**

On a day-to-day basis, the Consultant will report directly to the Task Team through Mrs. Nadia Badea (Operations Officer) and will also take guidance from other members of the Task Team on specific tasks as appropriate. The Consultant should also have access to skype facilities to stay in touch with Washington DC and Brussels based members of the Bank’s Task Team during the course of the assignment.

7 **QUALIFICATIONS**

- Civil Engineering Master equivalent degree.
- Minimum of 10 years of experience in road construction either as a contractor, design or supervision engineer or as a public buyer.
- Knowledge of Romanian and European laws, directives and regulation related to road construction
- Fluent knowledge of Romanian and good knowledge of written and spoken English is a must.

Please submit your application to Nadia Badea, Operations Officer, at: nbadea@worldbank.org by January 15, 2018.