

Terms of Reference (TORs)
Procurement and Contract Management Officer – 2 Positions
Karachi Mobility Project

1. Introduction

Karachi, a sprawling metropolis facing significant urban mobility challenges, is currently taking decisive steps to address its transport issues through the implementation of a Bus Rapid Transit System (BRTS) as outlined in the Karachi Urban Transport Master Plan of 2030. The Federal and Provincial Governments, along with the Sindh Mass Transit Authority (SMTA), have been driving efforts since 2018 to realize this comprehensive urban mobility solution. These endeavors encompass various aspects: finalizing roadworks, selecting BRTS operators for the Green/Orange Corridor, advancing contracts for detailed engineering design and business plan formulation for the Red Corridor, and refining preliminary design and feasibility studies for the Yellow Corridor.

The World Bank, an instrumental financial partner, is committed to supporting the infrastructure development and operational framework of the Yellow Corridor within the larger Karachi Mobility Project (KMP). Through a blend of funding instruments, the Bank aims to optimize resources for BRTS development and operation. The KMP embraces an integrated corridor management strategy, aiming to enhance mobility, accessibility, and safety for all road users along the route. By rejuvenating dilapidated road sections, enhancing traffic management, and addressing parking challenges, this project holds the potential to benefit over 700,000 residents, particularly those in the Korangi industrial area.

The Project implementation is designed in a way that specific officers from the SMTA as well as additional staff/specialists/individual consultants are nominated as a Project Management Team (PMT) headed by the Project Director.

The SMTA and its PMT (hereinafter referred to as “the Client” or “the Employer”, as relevant) wish to engage a qualified individual consultant (hereinafter referred to as “the Consultant”), for conducting a Mid-Term Review to more comprehensively assess implementation progress and set out any measures to ensure continued efficient implementation and the achievement of the Project Development Objective by the Project’s closing date.

2. Description of the Karachi Mobility Project

The Project Development Objective (PDO) is to improve mobility, accessibility, and safety along selected corridors in Karachi. The delivery of the Project is designed around a mix of publicly procured contracts needed to deliver the Project infrastructure and consultancies. It also includes a Public-Private Partnership (PPP) contract for the operation of the BRT system over a 10-year concession period, whereby a private operator will finance, procure, supply, operate, and maintain various goods and systems. Based on the financial analysis, and to minimize the operating subsidy, it was agreed that the Project would support the concession via a working capital subsidy.

The Project components consist of activities of different natures and scales including infrastructure detailed design and construction supervision, procurement of various consulting services, rolling stock and ITS equipment, construction contracts, capacity building, and stakeholder engagement as well as safeguards and media strategies.

The Project consists of the following three components:

Component I: Urban Road Infrastructure - Yellow Corridor

- (a) Rehabilitating or reconstructing road infrastructure (including improving and shifting related utilities such as street lighting, sewer/water supply, drainage, oil pipeline), bridges, and non-motorized transport facilities (such as motorcycle lanes, footpaths, and pedestrian crossing) along the Yellow Corridor and its direct and feeder service routes
- (b) Implementing environmental and social recommendations and mitigation measures before and during construction
- (c) Carrying out detailed designs, construction supervision activities and third-party monitoring;

Component II: The Development and Operationalization of a BRT System

- (a) Constructing and equipping bus rapid transit facilities (including segregated busways, interchange facilities, stations, terminals, and depots) along the Yellow Corridor
- (b) Providing working capital subsidy for the concession of the BRT operation for the Yellow Corridor
- (c) Implementing social management and impact mitigation measures including the labor redeployment for the affected existing bus operators such as drivers, conductors, and route managers
- (d) Implementing and monitoring the SMP including its actions to mitigate gender-based violence and actions to improve women's mobility and economic participation options;
- (e) Designing a transit-oriented development strategy for the Yellow Corridor
- (f) Providing PPP transaction advisory services for BRT operation concession
- (g) Carrying out a program of regular engagement with key stakeholders; and implementing a public relations and media strategy to generate support for and disseminate information on the bus rapid transit system;

Component III: Capacity Building and Technical Assistance

- (a) Supporting project management and providing technical assistance for the implementation of social measures
- (b) Provision of technical assistance in traffic management and road safety
- (c) Supporting the regional transport authorities in automating the management and monitoring of bus route permits
- (d) Carrying out capacity-building activities to strengthen SMTA and support the consolidation and improvement of the management of the urban transport sector in Karachi.

2.1 BRT Yellow Corridor

The Yellow Corridor, constituting an integral part of the planned Karachi Mass Transit System (KMTS), spans approximately 21 km from Dawood Chowrangi to Numaish (Figure-1) comprising seven segments (Table 1) which include two Depots (near Dawood Chowrangi and Christian Colony near Indus Hospital), Bus Stations and Off-Corridor Routes, this corridor envisages a transformative mobility solution for Karachi. Its strategic significance lies in addressing urban mobility challenges, ensuring accessibility, and enhancing safety for over 700,00 individuals, particularly those within the Korangi industrial area.

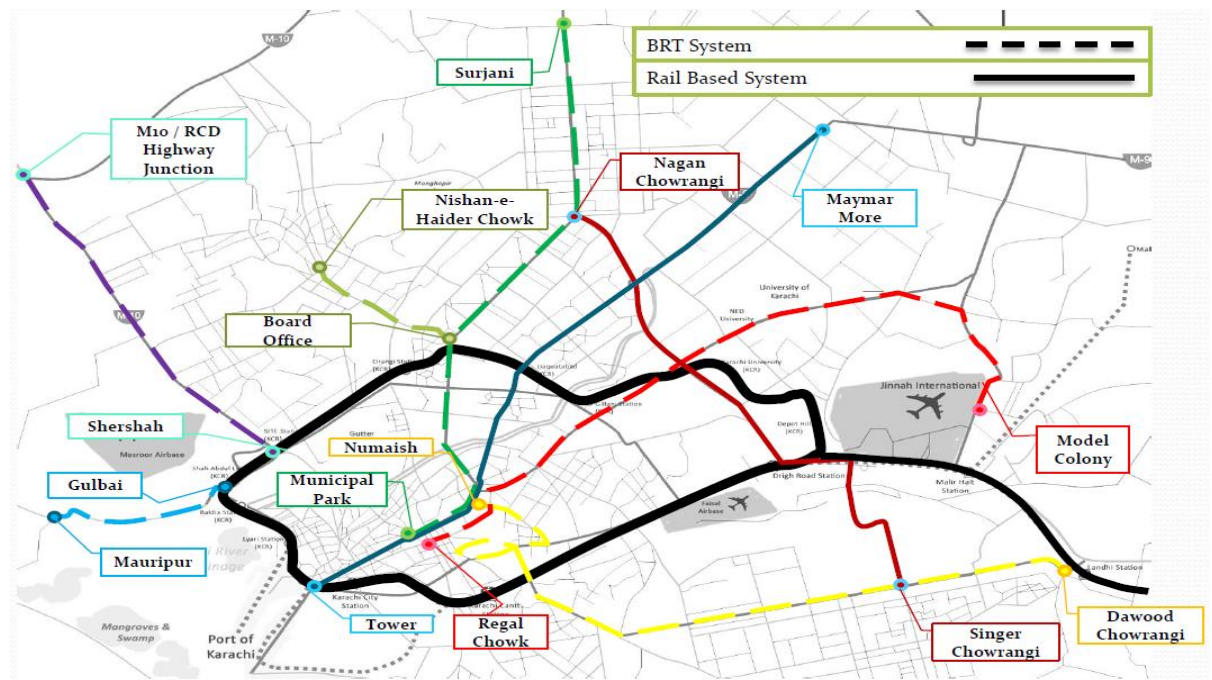


Figure 1: Planned Mass Transit Corridors

Table 1: Yellow Corridor segments

Segment		Length [KM]
0	Dawood Chowrangi - from bus depot entrance to Dawood Chowrangi	0.3
1	Future Colony - from Dawood Chowrangi terminal to Mansehra Colony	1.15
2	8000 Road - from Mansehra Colony to Malir River bridge (Jam Sadiq)	10.65
3	Malir River bridge (Jam Sadiq)	1.1
4	KPT interchange	0.85
5	Korangi Road - from KPT Interchange to Sharah-e-Faisal Interchange	3.9
6	Shahrah-e-Faisal - from Shahrah-e-Faisal Interchange to Shahrah-e-Quaideen	1.65

Segment		Length [KM]
7	Shahrah-e-Quaideen - from Shahrah-e-Faisal to M.A. Jinnah Road	1.4
Total		21

Strategically project is divided into five infrastructure works packages, the Yellow Corridor's development encompasses various segments, from roadworks to bridge construction. The planned improvements and enhancements are poised to alleviate road congestion, optimize traffic management, and address the immediate needs of the communities within its reach. This comprehensive endeavor envisions a modernized urban transportation system that aligns with the Karachi Mobility Project's overarching goals.

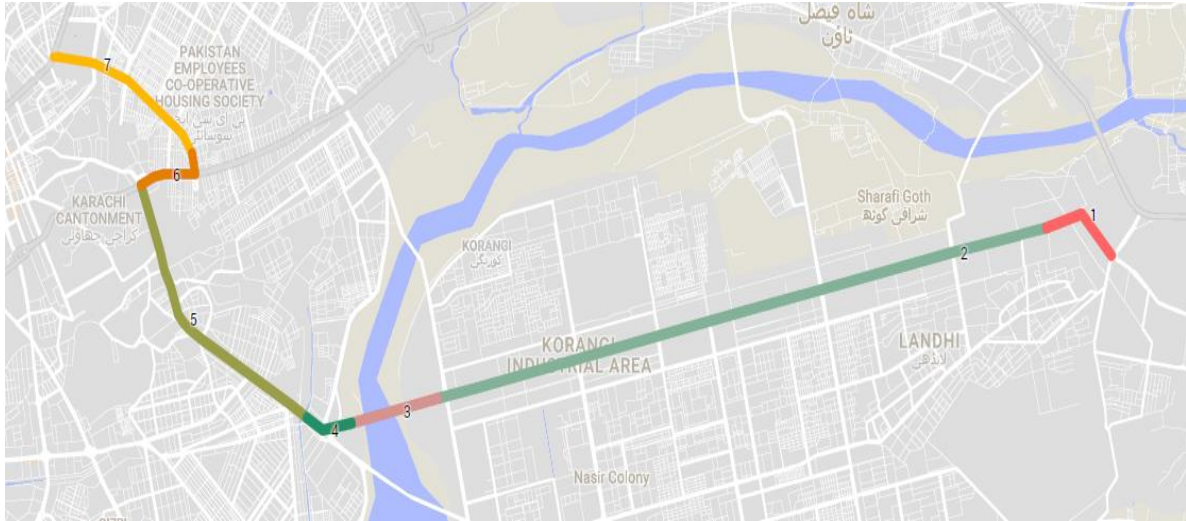


Figure 2: Yellow Corridor Segment

The PMT has already undertaken the procurement of consulting services to provide Detailed Design, Procurement Support, and Construction Supervision services. This consultant is preparing a detailed design based on the available preliminary design results and recommendations, will finalize the safeguard documents, will prepare the bidding documents for construction contracts (including the Employer's requirements for a 1.1 km long bridge to be undertaken in the EPC mode), provide necessary technical and logistics support during the procurement process of construction works, supervise the construction works, implement the BIM and provide capacity building sessions to the Client. It may be noted that the capacity building and skill development services/training required in these TORs will be different from those included in the above-mentioned contract.

All procurement activities under the KMP will be made using the **WB Procurement Regulations for IPF Borrowers for Goods, Works, Non-Consulting and Consulting Services (July 2016; revised November 2017 and August 2018)**. Based on the Yellow BRT Corridor segments and the complexity of the operations during the construction phase, the summary of anticipated procurement packages is provided in Table 2 below. Currently the Package I (Lot I, Depot 1 and Lot II, Depot II) and Package IV (New Jam Sadiq Bridge is in construction phase and BRT Package's design are finalized and Notice Inviting to Tenders will be issued after approval of Procurement Documents by the World Bank.

Table 2: Yellow Corridor Infrastructure Works Packages

Works package
Package 1: Lot I (Construction of Depot 1), Lot II (Construction of Depot 2)
Package 3A and 3B: Road corridor & BRT infrastructure (segments 0, 1 and 2)
Package 4: Construction of New Jam Sadiq Bridge 1.1 km long (Segment 3)
Package 5 Lot I and Lot II: Road corridor & BRT infrastructure (segments 4, 5, 6 and 7)
Package 6 Lot I and II: Off-corridor improvements

Apart from the above-mentioned construction contracts, there are contracts related to the procurement of rolling stock, ITS equipment, and operationalization of the BRT corridor in all aspects to be undertaken as a part of the Project. Additionally, there are contracts related to various consultancies (transit-orient demand strategy, stakeholder engagement, etc.) to be undertaken over time as a part of the Project.

Furthermore, independent consulting firms will be hired as Third-Party Monitoring Agent (TPMA) and Project Management Consultant (PMC) to provide a monitoring layer to ensure that the Bank's funds executed by the implementing agency (i.e., SMTA) are utilized for the purposes specified in the loan agreement and provide expected results.

3. Scope/Objectives of Procurement and Contract Management Officer

Procurement Officer will responsible for assisting in procurement process as well as support tin contract management. S/he will be responsible for taking forward the allocated portfolio on the procurement aspects in coordination with the technical team. This will include keeping update of the procurement plan and identify any delays etc, coordinating with the relevant teams for preparation of REOIs, and RFPs for various contracts, and review the bidding documents provided by the consulting firms, and play her/his role in evaluations, award and contract implementation. The identified procurements are large infrastructure works and consultancies. Consulting firm has been hired for design, and supervision of works contracts including preparation of bid docs, and evaluation reports. The supervision consultant will act as the Engineer of the Project.

4. Duties of Assignment / Deliverables

4.1 Specific Tasks and Responsibilities

The Procurement Officer shall be responsible for the project which uses the Bank procurement Regulation:

- Participate in efficient function of procurement and contract management section of the PIU;
- Keep a tab on the update of the system STEP for each procurement activity;
- Review PPSD and identify the needs of update as required.
- Assist in preparing contract management plans of all the contracts.

- Ensure that all contract correspondences of the PIU and actions are made in compliance with the relevant contract agreements, stipulations, documents and international standards, on timely manner; and
- Ensure procurement and contract management processes are carried out in compliance with the Financing Agreement, World Bank Procurement and Consultants Guidelines and their associated Regulations
- Assist the procurement unit in the context of contractual clauses in the various bidding documents, following the applicable Bank Regulations,
- Participating in bid/proposal opening and evaluation.
- Prepare REOIs, RFPs, shortlist, and evaluation reports for various consultancy assignments as allocated;
- Review and advice on the various bid docs prepared by consulting firms for works contracts.
- Participate in pre proposal conferences, pre bid conference, bid/proposal openings, evaluations, negotiations and contract award.
- To maximize efficiency of procurement cycle by providing strategic expert advice and implementing necessary controls ensuring transparency cost effectiveness and soundness of all procurements carried out under the program;
- Assist various audit/ex-post review outfits in performance of their tasks by ensuring that procurement documents is efficiently filed and provide complete track of procurement cycle;

4.2 Contract Management:

- Assist and coordinate with the Contract Management staff in developing overall project management plan of various contracts.
- Participate in developing contract management SOPs for the various works, goods and consultancy contracts, as well as contract management plan for each contract with roles and responsibilities, contract management sheets, risks and milestones etc.
- Conduct contract management responsibility as allocated.
- Any other relevant task assigned by the Project Director.

5. Reporting To:

Project Director, Karachi Mobility Project

6. Qualifications and Experience:

The candidate should at least have:

- B.E (Civil) or equivalent, and MSc in relevant discipline Engineering etc.
- At least eight (8) years' experience after acquiring stipulated qualification in Procurement and Contract Administration. Experience of FIDIC contracts is strongly preferred.
- Excellent writing and communications skills, computer skills including MS Office (Word, Excel and PowerPoint). MS Project will be considered as extra benefit.

7. Contract Duration:

The expert is required to work for the project for three years (extendable). The probation will be for a period of 3 months. Contract can be terminated with one month notice period by either party. The position is based in Karachi.