REPUBLIC OF ALBANIA

ALBANIAN ROAD AUTHORITY

BUILDING RESILIENT BRIDGES PROJECT
(Phase 1 of the Multi-Phase Programmatic Approach)

Loan No: 94790-AL
Project ID: P174595

TERMS OF REFERENCE

FOR

SELECTION OF INTERNATIONAL INDIVIDUAL FOR TECHNICAL ASSISTANCE IN INDEPENDENT MULTI-STAGE ROAD SAFETY AUDITS OF PRIORITY BRIDGES

(at three stages: for bridge design, during construction, and in operation)

(Ref.: AL-ARA-504059-CS-INDV)

Date: July 2025

ABBREVIATIONS AND ACRONYMS

ARA	Albanian Road Authority
BRBP	Building Resilient Bridges Project
GoA	Government of Albania
IBRD	International Bank for Reconstruction and Development
IMRSC	Inter-Ministerial Road Safety Committee
IPF	Investment Project Financing
IRT	International Road Transport
MOIE	Ministry of Infrastructure and Energy
NRN	National Road Network
RSSAT	Road Safety Screening and Appraisal Tool
SEETO	South East Europe Transport Observatory
TCT	Transport Community Treaty
TEN-T	Trans-European Transport Network
TCT	Transport Community Treaty
World Bank	International Bank for Reconstruction and Development

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1. BACKGROUND INFORMATION

1.1. Introduction

The Government of the Republic of Albania (GoA) has received financing from the International Bank for Reconstruction and Development (IBRD) in the form of Loan toward the cost of Building Resilient Bridges Project (BRBP).

The Albanian Road Authority (ARA), under the Ministry of Infrastructure and Energy (MIE), is designated as the implementing agency for the BRBP. To ensure the effective utilization of the loan and achieve the project's objectives, ARA intends to apply a portion of the proceeds of this loan to eligible payments under the contract for which the terms of reference are issued. The contract will engage consultancy services for conducting comprehensive road safety audits on several priority bridges situated at various locations across the Albanian road network.

1.2. Relevant country background

Roads and highways are the predominant mode of land transport in Albania, providing essential connectivity for freight and passenger transport. ARA is responsible for managing the national road network, while municipalities manage regional and local roads.
Road safety remains a major social and public health issue in Albania. Although the number of road crashes has dropped in recent years, Albania still compares unfavorably with the EU, which has set itself a target of preventing at least 50 percent of road traffic deaths and injuries by 2030. The GoA has increased its attention to road safety reforms, including public awareness campaigns, institutionalizing the crash database, and enhancing cooperation between the MoIE, the Ministry of Interior, and beyond, that is: traffic police, the ARA, civil emergencies, health institutions, and local government units. As of the time of writing, the GoA has adopted a mandatory road safety inspection/audit for all new road investments. Under the earlier World Bank-financed project (i.e., RRMSP) Albania enhanced its road safety efforts by bolstering the capacity of the Inter-Ministerial Road Safety Committee (IMRSC) through auditor training, supporting media campaigns, and improvements to the Crash Information System. Looking ahead, the update to the road safety strategy and action plan, extending through 2030 is expected to build on these achievements to further enhance road safety.

Albania has experienced rapid growth since 1990, rising into the ranks of middle-income countries in 2008. The country applied for EU membership in 2009 and became an official candidate for accession in June 2014. This entails strong commitments in the transport sector, as reflected in signing of the Memorandum of Understanding with the European Commission for the Core Network creating the South East Europe Transport Observatory (SEETO) and in signing the Transport Community Treaty in July of this year. The treaty will help the Western Balkan countries align their national transport laws with those of the EU

The road infrastructure planning and prioritization process still has some way to go to provide transparent and economically efficient selection of investments. With support from the World Bank, progress has been made by the Government in developing Medium-term Budget Plans 2015–2017 to prioritize higher impact new investments. A framework that is more aligned with

the budget realities is slowly emerging and more fiscal discipline is applied to avoid accumulation of arrears in the road sector.

1.3. Sectoral and Institutional Context

The transport sector is expected to play a pivotal role in supporting the upcoming Albanian National Strategy for Development and Integration 2021-2030 (NSDI 2030), still in draft form. The development and modernization of Albania's transport infrastructure has been and remains one of the top priorities of the GoA, with the aim of: (a) creating the preconditions for the development of other sectors of the economy, (b) increasing the accessibility of freight and passengers in trade and service delivery, and (c) significantly contributing to inclusive economic growth and balanced development. Another priority is to accelerate the integration of Albania's transport system internally and with the EU's Trans-European Transport Network (TEN-T) through the establishment of a resilient and integrated multimodal transport system by land (road and rail). However, despite significant efforts in recent years, the development of the transport sector still faces challenges, including the timely and adequate provision of funding for priority investment programs and annual maintenance
The draft National Transport Strategy 2021-2030 and Albania's membership in the Transport Community Treaty (TCT) of the Western Balkans emphasize the need to improve the planning, monitoring, and prioritization process for road infrastructure. However, the country lags behind its regional neighbors and EU standards. The poor condition of the road network, a result of the weak institutional capacity in infrastructure planning and management, and low levels of investment and under budgeting of maintenance are hindering Albania's connectivity and competitiveness. According to a World Bank study conducted in 2019,[1] Albania ranks 37th in the world on a list of countries with the highest potential savings from public expenditure on transport infrastructure. Albania could save more than 50 percent of its total road expenditure by implementing feasible governance improvements

Roads and highways are the predominant mode of land transport in Albania and provide essential connectivity for freight and passenger transport. The overall length of Albania's road network is about 18,300 kilometers (km), including 3,945 km of the National Road Network (NRN) and 14,355 km of regional, local, and private access roads. Roads are of critical importance to a well-functioning society. Transportation plays a crucial role in building climate-resilient communities, and, conversely, unreliable road connectivity will negatively impact the economic growth of a country. In Albania, natural hazards such as floods pose a great risk to roads and road users.

2. OBJECTIVE OF THE ASSIGNMENT

2.1. Overall Objective

The overall objective of this assignment is to engage a highly qualified and internationally experienced individual consultant to independently conduct comprehensive Road Safety Audits (RSAs) for selected priority bridge projects under the BRB Project in Albania. The

[1] Kornejew, Martin, Jun Rentschler, and Stephane Hallegatte. 2019. "Well Spent: How Governance Determines the Effectiveness of Infrastructure Investments." Policy Research Working Paper No. 8894, World Bank, Washington, DC. http://hdl.handle.net/10986/31914.

assignment encompasses three critical stages of the project lifecycle: the detailed design stage, the construction/pre-opening stage and the operational stage following the opening of the bridges to traffic.
The goal is to identify and address road safety deficiencies or hazards before they are locked into the design, thus ensuring their elimination or mitigation at the most cost-effective and opportune time. In turn, this will help reduce costs and minimize disruption to planning, design, construction and operation, and ultimately to enhance the safety of the road environment.

2.2. Specific Objectives

The specific objectives of this assignment are as follows:

- **Design Stage:** Carry out independent Road Safety Audits (RSA) at the detailed design stage to identify potential safety issues early in the process. This includes evaluating design elements such as sight lines, roadway geometry, pedestrian facilities, and overall traffic flow, ensuring compliance with safety standards and best practices. The goal is to provide timely feedback that allows designers to make necessary adjustments before finalizing the detailed design, thus preventing costly redesigns later.
- **Construction /Pre-opening Stage:** Monitor and assess road safety during the construction phase. This involves reviewing the implementation of Traffic Management Plans (TMPs), ensuring that safety measures are effectively communicated and adhered to by all stakeholders, and evaluating the impact of construction activities on traffic flow and safety. The audit will also focus on identifying hazards that may arise during construction and ensuring that safety protocols are in place to mitigate these risks.
- **Operational Stage:** Conduct a post-opening RSA 3-6 months after the bridge has been opened to traffic to assess the safety performance of the bridges under real-world conditions. This stage aims to assess any accidents or near-misses that may have occurred, analyze traffic patterns, and identify infrastructure-related challenges that were not addressed during the design or construction phases. Feedback from this audit will be crucial for ongoing safety enhancements.

3. SCOPE OF SERVICE

The Consultant is expected to carry out an independent and comprehensive Road Safety Audits (RSAs) for the selected priority bridge projects under the BRBP, covering three key stages: detailed design, construction/pre-opening, and operational stages. The Consultant shall apply international best practices in road safety auditing, including relevant principles from the European Commission Directive 2008/96/EC on Road Infrastructure Safety Management, and ensure all findings and recommendations are practical, evidence-based, and actionable. The Consultant's role is to systematically identify, evaluate, and propose measures to eliminate or mitigate road safety risks at critical phases of the project: detailed design, construction and pre-opening, and operational stages.

Stage 1 Audit: Detailed Design Stage

At this initial phase, the Consultant will conduct a review and assessment of the detailed engineering designs. This audit must be done at the appropriate stage towards the end (but not at the end) of the detailed design, or as soon as it is possible to determine the safety implications of the design and when changes can be made at the most opportune time to avoid costly redesign.

At this stage, the Consultant will:

- Review the detailed design documentation for each bridge and assess all elements with safety implications.
- Analyse the proposed geometric design, alignment, cross-section, visibility, signing, lighting, pedestrian and cyclist facilities, intersections, and safety barriers.
- Evaluate the adequacy and clarity of the proposed Traffic Management Plans (TMPs) prepared for the construction phase, visibility, and safety under various traffic conditions (including during night-time and adverse weather).
- Identify any features that could increase the risk of crashes or injuries for drivers, pedestrians, cyclists, and vulnerable road users.
- Provide evidence-based, actionable recommendations supported by best international practice references and sketches.

Stage 2 Audit: Construction /Pre-opening Stage

This stage involves three sub-stages during the construction phase:

1) *Verification Audit (Post-issuance of construction and TMP drawings):*

- Assess whether the safety recommendations from the design stage audit have been incorporated in the construction plans.
- Evaluate the initial TMP implementation setup before construction begins.

2) *Mid-Construction Audit (at approximately 50% physical progress):*

- Conduct a site visit to review actual implementation of TMPs, work zone management, and contractor compliance with safety measures.
- Identify any emerging or unanticipated safety issues due to construction phasing, detours, or site practices.
- Provide timely feedback to ARA and the contractor to rectify safety concerns.

3) *Pre-Opening Audit (just before the bridge is opened to traffic. Both day and night audit will be required):*

- Conduct a final safety check, including both day and night audits, to evaluate readiness for traffic operations.
- Assess pavement markings, signage, lighting, road furniture, pedestrian protection, sight distances, and junction treatments.
- Recommend final adjustments or corrections before allowing public access.

Note: Additional Stage 2 audits may be requested by ARA if required, and will be compensated separately. Should the ARA/PIT require additional audits, he shall ask the Road safety Auditor to carry out the additional audit and the additional fee shall be agreed upon by the ARA and the Road safety Auditor.

Stage 3 Audit: Operational Stage (Post-opening)

This audit will be carried out 3 to 6 months after the bridge is open to traffic, with the objective of assessing how the infrastructure performs in real-world conditions and whether further safety improvements are required.
At this stage the Consultant will:

- Conducting site visit to evaluate the actual usage and operational performance of the bridge infrastructure.
- Analysing traffic patterns, crash or near-crash data (if available), and user behaviour.
- Identifying any persistent or newly emerging road safety issues that may not have been apparent during the design or construction stages.
- Providing recommendations for corrective measures, enhancements, or future design guidance.
- Preparing a comprehensive Operational Stage Audit Report summarizing findings, conclusions, and recommendations.

4. ROAD SAFETY AUDITORS

4.1. Roles of Auditor

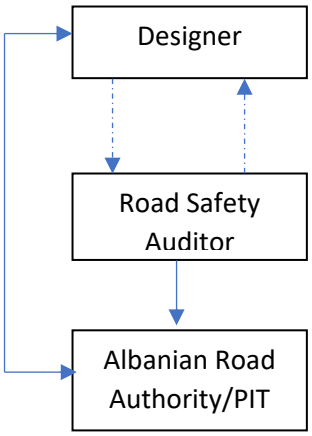
The principal role of the Auditor is to ensure that safety deficiencies/problems/hazard are identified before they are locked into the design and/or become a safety problem. The Auditor is expected to highlight all the safety deficiencies in a design/existing road bridge.

The Auditor will focus on:

(a) Ensuring compliance with relevant safety standards
(b) Compliance and non-compliance of standards that will have road safety implications
(c) Providing evidence-based recommendations for mitigation or correction.

The Auditor's primary role is to look into the safety repercussion of compliance to standard or otherwise and highlight the possible consequences wherever possible of major road safety deficiencies. The Auditor is expected to use his/her experience and wisdom in dealing with the design checkers in these overlapped areas.

The following flowchart indicates the position of the Auditor in relationship with other parties.



Matrix of Communication Between the Auditor and Other Parties

4.2. Independence of the Auditor

The Consultant must maintain complete independence from the bridge designers, contractors, and supervising entities, with no conflicts of interest, ensuring objectivity in the audits.

5. CONTRACT PERIOD

5.1. Commencement Date

The assignment is expected to commence in August 2025, subject to the completion of service contract award procedure and commencement of Works. The precise commencement date shall be confirmed through a written Notice to Commence issued by the Albanian Road Authority (ARA).

5.2. Duration for Services

The individual Consultant shall be engaged on an intermittent basis over a total implementation period of approximately three (3) years. The timeline for services will be directly linked to the construction and operational progress of the selected bridge infrastructure. Initial deliverables related to the detailed design audit (Stage 1) are expected to be completed within one (1) month from the official start date. Subsequent stages of the assignment including construction-phase and post-opening audits shall be executed in accordance with the evolving project schedule and in close coordination with ARA.

The Consultant is expected to provide services throughout this period, including readiness to mobilize for on-site activities and remote support, as and when required by the progress of each bridge project.

6. TIMING, CONSULTANT'S REMUNERATION

6.1. Form of Contract and Remuneration

This assignment will be undertaken under a time-based contract whereby the Consultant shall be remunerated based on actual time inputs, measured in person-days, in accordance with the agreed daily rates. These rates shall be specified in the Consultant's financial proposal and must reflect separate costs for home-based and field-based work, including any applicable taxes. In addition to professional fees, the contract shall allow for reimbursement of eligible project-related expenses, such as international travel, local transportation, accommodation, and per diem allowances. All reimbursable expenditures must be reasonable, necessary, and subject to prior approval by the Albanian Road Authority (ARA). Reimbursement shall be based on the submission of original receipts or equivalent proof of expenditure and must accompany each invoice.

The total estimated level of effort for the assignment is two hundred and fifty-six (256) person-days. This is provisionally allocated as one hundred thirty-two (132) person-days for home-based activities principally the preparation of deliverables and one hundred twenty-four (124) person-days for activities to be performed in the Republic of Albania including site inspections, stakeholder meetings and reporting. The exact distribution of this effort will be finalized and validated through the Consultant's Work Plan, which is to be submitted immediately following contract signature.

6.2. Reporting Requirements and Time Schedule

The Consultant shall submit all deliverables in both electronic and printed form. Printed copies must be in full color and appropriately bound. All outputs are subject to formal review and

written approval by ARA. The Consultant shall deliver a single Inception Report covering all bridges within one (1) week of receiving the Notice to Commence. All other deliverables shall be submitted on a rolling basis in accordance with the detailed design, construction, and post-opening timelines applicable to each individual bridge.

The following table provides the estimated timing and level of effort per deliverable:

Deliverables	Description	Estimated Timing	Estimated Person-Days
Stage 1: Detailed Design Stage			
1. Inception Report	- Overview of the audit approach, mobilization by the consultant, issuing the work plan and the situation encountered during mobilization	Within one week after the issue of Notice to Commence	5
2. Detailed Design Audit Report	- Site visit of each bridge - Comprehensive assessment of detailed designs safety implications with recommendations. - Assessment of traffic management strategies for construction affecting each bridge. - Evaluation of proposed traffic management strategies (through and in the vicinity of the bridge) for the construction phase.	End of Month 2	29
Stage 2: Construction/Pre-opening Stage			
1. Construction Compliance Audit Report	- Verification of compliance with Stage 1 recommendations and traffic management plan (TMP) for each bridge. - Documentation of any additional safety recommendations or compliance issues.	Construction Stage	43
2. Construction Stage Midpoint Audit Report	- Site visit / Inspection - An evaluation of traffic management effectiveness when construction is approximately 50% complete, identifying any necessary adjustments. - Findings and recommendations from the midpoint audit during construction.	When construction works are approx. 50% complete	60
3. Pre-Opening Audit Report	- Site visit / Inspection - Final safety check prior to opening the bridge to traffic. assessing the readiness for public use, including observations from both day and night audits.	Just before opening to traffic	45
Stage 3: Operational Stage			
1. Operational Stage Audit Report	Post-opening audit findings and recommendations within 3 to 6 months after completion of rehabilitation and upgrading works and opening of the bridge to the public.	Operational Stage	31
2. Final Consolidated Report	Compilation of all findings and recommendations throughout the project lifecycle.	Operational Stage	43

Note: *The actual distribution of the 256 person-days (132 remote + 124 field) shall be confirmed in the Work Plan after contract signing.*

7. SUPPORT AND FACILITIES

During the Consultant's visits to Albania for field activities and stakeholder engagements, the ARA will provide support and essential facilities to facilitate effective execution of the assignment. Specifically, the Consultant will be granted access to a fully equipped temporary office space at the ARA headquarters in Tirana for the duration of each field visit. This office will include high-speed internet access, printing, scanning, and photocopying facilities, as well as workstations furnished with desks and chairs. Additionally, the Consultant will have access to meeting rooms suitable for discussions, briefings, and collaborative sessions with ARA staff.

ARA will also assist by coordinating logistics related to site visits, such as facilitating contact with local authorities or project site representatives. Access to relevant technical documentation, project files, bridge design packages, and other materials in ARA's possession will be provided, subject to availability. Moreover, ARA will support the Consultant in liaising with other government entities or data custodians where inter-agency cooperation is required.

While institutional support and office facilities are provided by ARA, the Consultant is solely responsible for arranging and financing all travel-related logistics. This includes international and domestic transportation, accommodation, and subsistence expenses incurred during field missions. These expenses shall be reimbursed in accordance with the terms of the contract and subject to submission of appropriate supporting documentation.

8. REQUIRED QUALIFICATIONS AND SELECTION CRITERIA

The Individual Consultant must possess the following qualifications, experience, and skills:

Educational Background:

- Degree in Civil Engineering, Transportation Engineering, or a related field.
- A recognized certification in Road Safety Auditing (RSA) or an equivalent international qualification in road safety management will be considered an advantage.

Professional Experience:

- A minimum of 15 years of international experience in road safety engineering, particularly in projects of similar scale and complexity to this assignment.
- The consultant must demonstrate at least 3 road safety audit assignments in conducting Road Safety Audits (RSA) and Road Safety Inspection (RSI), as a lead road safety auditor, for large road infrastructure projects, particularly in the context of bridges, highways, and urban transport.
- Familiarity with the European Commission Directive 2008/96/EC on road infrastructure safety management will be considered a significant advantage.
- Experience in European and Balkan countries will be considered an advantage.

Language Proficiency:

- Fluency in English, with excellent written and verbal communication skills.

9. EVALUATION CRITERIA

Applicants that fulfill the qualification requirements will be further evaluated based on the below criteria:

a) General Qualification – 30 points
b) Adequacy for the assignment – 60 points
c) Language Proficiency – 10 points

10. SELECTION

The service will be selected under the provisions of the World Bank Procurement Regulations for Borrowers under Investment Project Financing" dated July 1, 2016, revised on November 2017, August 2018, and November 2020, based on the method of Selection of Individual Selection (IC) under time-based contract.

Annexes: List of Priority Bridges

The following annexes provides detailed information about the priority bridges subject to the Road Safety Audits (RSA) assignment:

Annex A - List of priority bridges

No.	Name of Bridge	Coordinates		No. of Spans	Total Length *(m)*	Description
		Longitude	*Latitude.*			
1.	Lokaliteti Klos	20.09273	41.49753	2 *(11.05 m each)*	22.1	Concrete slab on masonry piers and abutments
2.	Karica	19.98152	41.63609	1 (41.3m)	41	R/C Arch Bridge, 2 main arches girders into the edges. The deck with R/C beams, slab, and concrete abutments
3.	Uzina (Rubik)	19.78153	41.76416	5 (22.7 m each)	113.5	Isostatic bridge, 6 main precast girders for each span. Concrete piers (3 columns and pier cap) and abutments
4.	Murashi	20.27369	41.18202	4 (20m each)	80	Isostatic bridge, 6 main girders for each span. Concrete wall piers (round nose) and abutments
5.	Ura hyrje Selenice	19.63543	40.53717	3 spans (11 m each)	33	Concrete slab bridge on solid wall piers and abutments
6.	Ura e Drashovices	19.58434	40.44692	4 Spans (25 m max)	100	Girder concrete bridge. Four main girders for each span. Concrete wall piers (sharp nose) and abutments.
7.	Ura e Turanit	20.73672	40.62261	3 spans (2x 18m &25m)	61	Girder concrete bridge. Four main girders for each span. Concrete pier caps on square driven piles and abutments
8.	Ura e Drithasit	20.74105	40.70560	3 spans (2x18.75m & 22.8 m)	60.3	Girder concrete bridge. Four main girders for each span. Concrete wall piers (round nose) on square driven piles and abutments
9.	Ura Selenices Nr.1,2,3	20.69896	40.39391	4 Spans (29 m each)	113	Four span continuous bridges, 7 main girders for each span with variable height (maximum on the pier and the abutments)
10.	Ura Selenices Nr.4	20.65898	40.38547	2 spans (23 m each)	46	Girder concrete bridge. Two span continuous bridge, 7 main girders for each span with variable height (maximum on the pier and the abutments). Solid wall piers with round noses.
11.	Beshiri Bridge	19.72495	41.29356	6 spans (2x29.5 m + 4x30 m)	179	The new bridge to be constructed will feature six spans, comprising two spans of 29.5 meters each and four spans of 30 meters each, totaling a length of 179 meters. Additionally, the bridge will include two pedestrian pathways, each 1.0 meter wide.
12.	Viroi Bridge	20.12266	40.10024	2 spans (16.5m each)	33	The new bridge will feature a concrete design, comprising two spans of 16.5 meters each and a total width of 12.0 meters. It includes an associated structure measuring 8 meters, consisting of a 6-meter-wide carriageway (2 lanes at 3 meters each) and 2 sidewalks (1 meter each). Additionally, the bridge will have four rectangular openings, each measuring 3 meters by 4 meters.

Note: The Bridge details and description is based on the Preliminary design and are subject to change based on the outcome of the final design and the Road Safety Audit as well. For the Beshiri & Viroi Bridges the stage 1 Detail Design Road Safety Audit will not be applied. For Viroi Bridge the stage 2.1 Construction Compliance Audit Report will not be applied.

Annex B – Indicative Timeline

This annex outlines the indicative timeline for the Road Safety Audit (RSA) assignment, applicable to the bridges involved in the assignment. This timeline is designed to guide your planning and resource allocation throughout the assignment and ensure that all three phases of the audit are executed efficiently and effectively. Please note that this timeline is indicative and may be adjusted based on the project's progress and specific requirement. The individual consultant should remain flexible and prepared to adapt to any changes in schedule to effectively meet the objectives of the assignment.

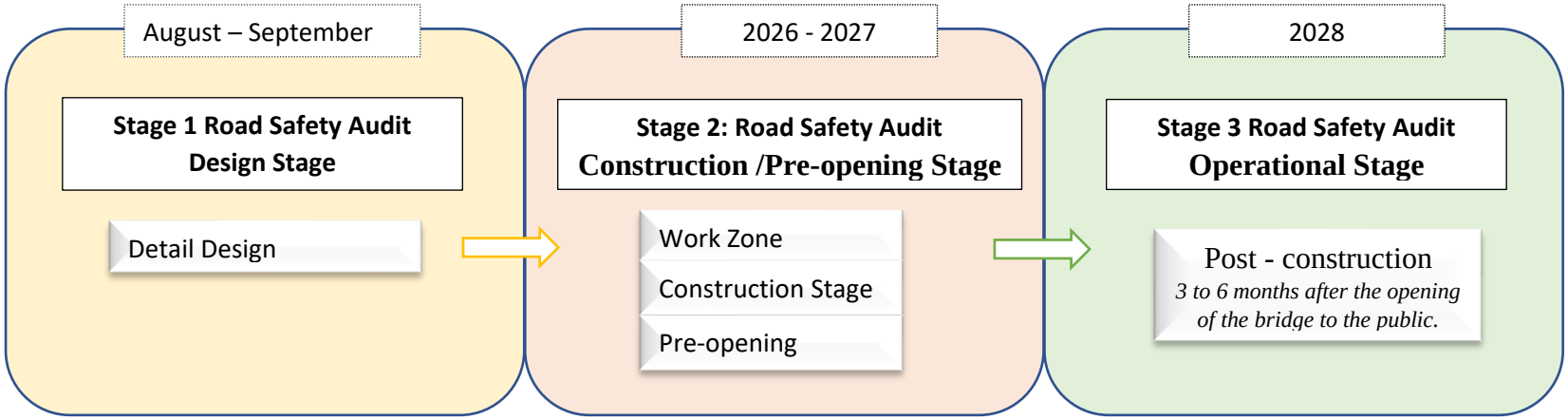


Figure 1 Indicative Timeline

Annex C – Bridge Location Map

This map provides a visual overview indicating the locations of priority bridges subject to RSA and their distribution along the Albanian National Road Network.