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DB Reference N°: IDB-P777258-07/21

Country: Jamaica

Institution: Inter-American Development Bank

Sector: General - Transportation

Deadline: 2021-07-16T00:00:00.00-04:00

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Loan N°./Financing: ATN/OC-18303-JA

Project: JA-T1187

Title: Modernizing Jamaica's Transportation Sector to Improve Sustainability, Safety and Efficiency Description of Services: To develop a robust regulatory framework and provide coordination support to implement electronic enforcement in Jamaica

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Borrower/Bid No:

REQUEST FOR EXPRESSIONS OF INTEREST

CONSULTING SERVICES

Selection # as assigned by e-Tool: JA-T1187-P002

Selection Method: Simplified Competitive Selection

Country: Jamaica

Sector: Transport

Funding – TC #: ATN/OC-18303-JA

Project #: JA-T1187

TC name: Modernizing Jamaica's Transportation Sector to Improve Sustainability, Safety and Efficiency Description of Services: To develop a robust regulatory framework and provide coordination support to implement electronic enforcement in Jamaica.

Link to TC document: https://www.iadb.org/projects/document/EZSHARE-825501231-23?project=JA-T1187

The Inter-American Development Bank (IDB) is executing the above-mentioned operation. For this operation, the IDB intends to contract consulting services described in this Request for Expressions of Interest. Expressions of interest must be delivered using the IDB Portal for Bank Executed Operations (http://beoprocurement.iadb.org/home) by: *July 16, 2021*, 5:00 P.M. (Washington D.C. Time).

The consulting services ("the Services") include the *development of a robust regulatory framework and provision of coordination support to implement electronic enforcement in Jamaica. The estimated budget for this consultancy is US$60,000.*

Eligible consulting firms will be selected in accordance with the procedures set out in the Inter-American Development Bank: *Policy for the Selection and Contracting of Consulting firms for Bank-executed Operational Work* - GN-2765-4. All eligible consulting firms, as defined in the Policy may express an interest. If the Consulting Firm is presented in a Consortium, it will designate one of them as a representative, and the latter will be responsible for the communications, the registration in the portal and for submitting the corresponding documents.

The IDB now invites eligible consulting firms to indicate their interest in providing the services described above in the draft summary of the intended Terms of Reference for the assignment below. Interested consulting firms must provide information establishing that they are qualified to perform the Services (brochures, description of similar assignments, experience in similar conditions, availability of appropriate skills among staff, etc.). Eligible consulting firms may associate in a form of a Joint Venture or a subconsultancy agreement to enhance their qualifications. Such association or Joint Venture shall appoint one of the firms as the representative.

Interested eligible consulting firms may obtain further information during office hours, 09:00 AM to 05:00 PM, (Washington D.C. Time) by sending an email to: *Christopher Persaud at chrisp@iadb.org* Inter-American Development Bank

Division: *INE/TSP*

Attn: *Christpher Persaud*

1300 New York Ave, NW, Washington DC 20577, USA

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TERMS OF REFERENCE

Consultancy for Building the Enabling Environment for Transport Sector Modernization

Jamaica

JA-T1187 | Modernizing Jamaica's Transport Sector to Improve Sustainability, Safety and Efficiency

1. Background and Justification

1.1 Jamaica's National Development Plan – Vision 2030 – recognizes that a well-organized and accessible transportation sector, capable of moving people and goods efficiently, safely, and affordably, while minimizing the impact on the environment and society, is indispensable to economic progress.

1.2 In 2019, there were 440 road fatalities in Jamaica – the highest in 23 years – resulting in a fatality rate of 16.1 per 100,000 population, which is up by 30% since 2013. A critical component of enhancing safety of Jamaica's transport sector hinges on increasing compliance with existing traffic regulations and the effectiveness of enforcement actions such as ticketing are reflected in the road safety statistics. The Vision 2030 Transport Sector Plan identified the absence of enabling legislation to permit the use of appropriate monitoring technology and lack of adequate support for road safety among the key factors hindering the development of the sector.[1] In the absence of a coordinated, technologyenabled approach to traffic enforcement and an efficient way to monitor payment, motorists are able to amass vast numbers of unpaid paper-based tickets with virtual impunity, which has greatly compromised the effectiveness of traffic tickets as an enforcement measure. It is not uncommon for Public Passenger Vehicle (PPV) operators, such as taxi and mini-bus drivers, to have hundreds of unpaid tickets. In recent times, the Public Safety and Traffic Enforcement Branch (PSTEB) within the Jamaica Constabulary Force (JCF) have arrested individuals with over a thousand unpaid traffic tickets and several arrest warrants.[2] While these are extreme cases, they do signal a systemic weakness in the current approach. The Government of Jamaica (GOJ) is currently implementing a pilot for electronic ticket issuance (hand-held devices for traffic cops) and have installed 758 traffic cameras island wide. The Government believes that electronic enforcement will free up traffic enforcement resources which can be redirected to more productive uses such as traffic management, as well as eliminate inefficiencies caused by historical reliance on manual paper-based ticketing and data entry.

1.3 The use of technology – such as red light and speed detection cameras – has the potential to improve the efficiency and effectiveness of traffic enforcement, while minimizing the burden on security forces and the justice system to tackle traffic enforcement and increasing revenue collection and transparency by reducing opportunities for point of service corruption. The recent passage of the Road Traffic Act, 2018, which created the Island Traffic Authority as the entity in charge of regulating and controlling traffic on the roads, established the framework for electronic enforcement and reflects Jamaica's commitment to modernizing the transport sector, but the regulations necessary for implementation are yet to be developed.

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2. Objectives

The overall objective of this consultancy is to develop a robust regulatory framework and provide coordination support to implement electronic enforcement in Jamaica. The outputs to include a set of strategies, tools, public policies and legislative instructions shall address the following specific objectives:

i. Improve the overall quality of service for all road users through enhanced safety.

ii. Facilitate enforceability of the Road Traffic Act by supporting the drafting/finalization of electronic enforcement regulation.

iii. Increase enforcement actions to reduce traffic related incidents. iv. Modernization of enforcement mechanisms.

3. Scope of Services

This Terms of Reference will be used to select and hire a Consultant firm for building an enabling environment for the modernization of road transport safety and security. The scope of the services includes but is not limited to:

i. Shaping of the policy and legal framework to promote electronic traffic enforcement;

ii. Reform of measures to ensure effectiveness of enforcement;

iii. Development of enforcement mechanism building on existing and planned infrastructure.

4. Activities

The firm shall perform the following tasks as part of achieving the objectives of the contract, without detriment to those other tasks that in their judgment and experience the team considers relevant to achieving those objectives.

More specifically, the Consultant will:

i. Review draft regulations, coordinate the review process within the MTM and prepare drafting instructions for the necessary updates to regulations to make electronic enforcement enforceable under the Road Traffic Act, 2018.

ii. Document and propose improvements to the current information and financial flows associated with traffic ticket issuance, payments and adjudication to improve the efficacy of traffic tickets as an enforcement measure to influence road user behavior, such as preventing renewal of driver's licenses, fitness certification or motor vehicle registration with unpaid traffic tickets, making it easier for police to check if a driver has outstanding tickets.

iii. Conduct a needs assessment to identify gaps in legal and regulatory framework, evaluate institutional readiness and technical capacity within the GoJ, and identify physical/technological infrastructure investments required to effectively implement electronic enforcement.

iv. Propose an institutional arrangement (and draft MoU) for the entities involved in implementing electronic enforcement, including the Ministry of Justice, and identify opportunities to build on existing GoJ modernization initiatives, such as accessing data feed from existing and soon-to-be implemented cameras for the security strengthening efforts, integration of Traffic Ticket Management System (TTMS) with new Case and Record Management Systems within the Ministry of National Security.

5. Project schedule, deliverables, and milestones

Products/milestones	**Timeframe**[3]
1. Review of existing information	2 weeks
2. Public policies and legislation governing road traffic	4 months
3. Enforcement Mechanisms	6 months
4. Final Report	8 months

6. Reporting requirements

i. Key project deliverables and milestones must be delivered or executed on the dates proposed by the consultant in his/her revised work plan. Any changes to the project schedule must have the approval of the Beneficiary and the IDB;

ii. The consultant shall maintain close coordination and communication with the Beneficiary regarding

the execution of activities and events for dissemination.

7. Acceptance criteria

   i. All deliverables must be submitted in English, using electronic files compatible with MS Office formats;

   ii. For the final version of the reports, the Consultant shall consider all the comments received from the IDB and key stakeholders.

8. Qualification Requirements

The consultancy will require the service of a team of experts with skills and experience in urban/public transport policy analysis and development, urban planning/project preparation and public administration. The Consultant needs to comply, at least, with the following key technical personnel:

- **A project manager**: The Project Manager shall have specific experience in working with transport policy and legislation in developing countries. Master's degree in Economics, Urban Transport, Civil Engineering, City Planning or related fields with a related professional experience of at least 10 years and at least five years related experience in developing countries;
- **A specialist in intelligent transport systems**: University degree in Engineering or related disciplines with at least Master's degree in assessment and design of intelligent transport systems, and with at least 10 years of practice experience and must have served in similar capacity in at least 2 assignments of similar nature;

9. Supervision and Reporting

The IDB Transport Division will be responsible for the supervision of this contract. The Ministries of: Transport and Mining; Finance and Public Service; National Security and Justice will also review the respective contract products prior to payment for these products are made. IDB is responsible for making payments once GoJ approval has been granted.

10. Schedule of Payments

Payment terms will be based on project milestones or deliverables. The IDB does not expect to make advance payments under consulting contracts unless a significant amount of travel is required.

Payment Schedule	
Deliverable	**%**
1. Review and Documentation of existing information	20%
2. Public policies and legislation governing road traffic	30%
3. Enforcement Mechanisms	30%
4. Final Report	20%
TOTAL	**100%**

[1] Vision 2030 - Transport Sector Plan (Transport Task Force, 2009)

[2] Bus Driver, Taxi Operator, Arrested for 1,100 Outstanding Traffic Tickets (The Gleaner, 14 September 2019) and Two taxi operators held with over 1,400 outstanding tickets (Loop News, 20 November 2018)

[3] Time counted from the signature date of the contract