

# REQUEST FOR EXPRESSIONS OF INTEREST

**The People's Republic of China**

**GEF Large City Congestion and Carbon Reduction Project**

**Project ID No.: P127036**

**Assignment Title: International Urban Transit Policy Specialist on Technical Support for the Study of Evaluation Indicator on Urban Public Transport Development Level (Research on China Urban Transit Information Statistics and Evaluation Method)**

**Reference No. (as per Procurement Plan): CCR/CS6-MOT**

The People's Republic of China has applied for financing from the World Bank toward the cost of the GEF Large City Congestion and Carbon Reduction Project ("the Project"), and intends to apply part of the proceeds for individual specialist.

The attention of interested individual Consultants are drawn to paragraph 1.9 of the World Bank's *Guidelines: Selection and Employment of Consultants under IBRD Loans and IDA Credits & Grants by World Bank Borrowers* ("Consultant Guidelines"), setting forth the World Bank's policy on conflict of interest.

A Specialist will be selected in accordance with the World Bank's Guidelines: Selection and Employment of Consultants under IBRD Loans and IDA Credits & Grants by World Bank Borrowers ("Consultant Guidelines") for individual specialist.

The terms of reference is as below and the further information can be obtained at the address below during office hours 09:00 to 17:00 on working days only.

Expressions of interest must be delivered in a written form to the address below by mail by January 6, 2015.

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**GEF Large-City Congestion and Carbon Reduction Project**  
**Terms of Reference for Consulting Service of**  
**International Urban Transit Policy Specialist on Technical Support for**  
**the *Study of Evaluation Indicator on Urban Public Transport***  
***Development Level (Research on China Urban Transit Information***  
***Statistics and Evaluation Method)***  
**(CCR/CS6-MOT)**

## **1. Project Background**

With rapid economic development and acceleration of urbanization, the urban motorization of Chinese cities entered into a boost period. Civil car ownership in China has reached 240 million by the end of 2012. The fast growth of cars in many cities, such as Beijing and Shanghai, has led to severe traffic congestion, rapid increase of pollutants and carbon dioxide emissions, and decrease of the living quality of the urban residents, and caused enormous economic loss and serious constraint to sustainable urban development. Therefore, to ease congestion in large cities and reduce the carbon emissions has become a major challenge facing municipal governments at all levels. Governments at both the national and the local levels and all relevant departments have regarded “addressing global climate change” as the fundamental development strategy of the nation and included it into the relevant medium- and long-term development planning.

Ministry of Transport (MOT), as the central government agency responsible for guiding the urban passenger transport, has taken the traffic congestion and carbon emissions reduction as one of its top priorities. In the face of huge challenges of increasingly serious traffic congestion and carbon dioxide emissions in large cities, it is urgent to learn from the international practical experience, formulate effective laws and policies and take reasonable technical and economic measures so as to guide the scientific development of sustainable urban transport in China.

Under such background, the GEF-funded “Large City Congestion and Carbon Reduction Project” has been approved. Ministry of Transport is the central executing agency of the project. Suzhou, Harbin and Chengdu municipal government are the local executing agencies; the project management office of Ministry of Transport (hereinafter referred as National PMO) and three Local Project Management Offices (hereinafter referred as Local PMO) are responsible for the implementation of the respective projects while the National PMO is in charge of the general coordination. The World Bank is one of the implementing agencies of GEF. Transport Planning and Research Institute, MOT (“PIU1”), China Academy of Transportation Science, MOT (“PIU2”) and Research Institute of Highway, MOT (“PIU3”) are Project Implementing Units which undertaking the relevant subprojects respectively. *Research on China Urban Transit Information Statistics and Evaluation Method* is one of the subprojects of GEF Large City Congestion and Carbon Reduction Project, which is undertaken by China Academy of Transportation Science, MOT.

In order to ensure the smooth implementation and expected achievement of the subproject of *Research on China Urban Transit Information Statistics and Evaluation Method*, **an individual consultant of urban transit policy specialist with international experience** shall be selected to provide technical support and consulting services for China Academy of Transportation Science, MOT in the said subproject by making full use of his or her international experiences and technology advantages.

## **2. Subproject Objective**

This subproject covers three topics: Research on Energy Consumption Statistical System of Urban Transit, Research on Evaluation indicators System of Urban Public Transport Developing Level, and Research on Urban Passenger Transport Statistical Database.

Objective of the subproject is to develop the *Standard on the Evaluation of Urban Public Transport Development Level*, strengthen the guidance from the national urban public transport authorities on the local level on how to implement the national strategy of prioritizing urban public transport development, and to improve the local governments' supervision and management capability on relevant authorities and public transport operators.

### **3. Consulting Tasks**

The urban transit policy specialist with international experience shall perform the following tasks:

- **Task 1: Provide technical suggestions and revision assistance to improve the study proposal and interim report, including the following aspects:**
  - Urban transport development mode, transport policy and performance evaluation of public transportation for large size and small size cities.
  - The regulations and relevant mechanisms for the government purchase of public transport service, include operation mechanism (market entrance and main structure), cost evaluation for public transport, ticket making and adjustment mechanism, the service quality based urban public transport operation bidding mechanism.
  - Transport and health related policies, and the transition process of policy change in foreign countries.
- **Task 2: Review and revise the report (in English version) for each phase.**
- **Task 3: Attend the forums and important meetings related to the project, and make the presentations**

### **4. Deliverables**

The urban transit policy specialist with international experience shall provide the following reports:

- 1) Typical cases on urban transport development mode, urban transport policy and performance evaluation of public transportation for large size and small size cities, the recommendations for the Chinese government.
- 2) Typical cases on transition of policies for the government purchase of public transport service, the recommendations for the Chinese government.
- 3) 2-3 typical contract templates for urban public transport operation bidding mechanism, the recommendations for the Chinese government.

### **5. Required Consultant Input and Qualification**

The consulting service shall be implemented within 18 months. In the duration, the time input for the urban transport policy specialist with international experience is 2 person-months. The individual consultant shall work closely with the relevant agencies and staff, to complete the tasks.

The urban transport policy specialist with international experience shall have at least 10 years working experience in urban public transport policies, performance evaluation, the government fiscal and taxation support, with more than 3 similar assignments.