



**LAO PEOPLE'S DEMOCRATIC REPUBLIC**  
**Peace Independence Democracy Unity Prosperity**

**REQUEST FOR EXPRESSIONS OF INTEREST**  
**(CONSULTING SERVICES – FIRMS SELECTION)**

**Lao PDR**

**Lao PDR National Road 13 Improvement and Maintenance Project**

IDA Credit No.: 6226-LA, AIIB Loan No. L0066A, NDF Credit C110 and GoL RMF

**Assignment Title:** Consultancy Services for Carrying out the Environmental and Social Impact Assessment (ESIA) and preparing the Resettlement Action Planning (RAP) for Improvement of Sikeut-Sikhai Section (Km 6 to Km 12) of National Road 13 North

**Reference No.** (as per Procurement Plan): Sub-component 2.3: Preparation of Future Investments.

The Government of Lao Peoples Democratic Republic (GoL) through the Ministry of Public Works and Transport (MPWT) is implementing Lao National Road 13 (NR13) Improvement and Maintenance Project (the Original or Ongoing project) for a period, from 2018 to 2023. The Original Project is jointly financed by the World Bank (WB), Asian Infrastructure Investment Bank (AIIB), and Nordic Development Fund (NDF). The Original Project primarily focuses on km 12 to km 70, a 58-km critical section, of NR13 North (NR13N). During the project implementation, MPWT is requesting additional support using the saved fund from the original project for rehabilitation and improvement of another critical road section (segment), namely the Sikeut-Sikhai section (about 6 km) which is an extended segment of the original NR13 N section. MPWT is required to conduct Environmental and Social Impact Assessment (ESIA) and develop impacts management instruments (Environmental and Social Management Plan (ESMP) and a Resettlement Action Plan (RAP)). This critical road segment had been discussed during the preparation of the ongoing Project. Due to budget and time constraints and government decision at the time to include this section into an urban road development program, this section was not included in the ongoing project. However, the preparation of safeguard instruments for future investment of other section of NR13 has been included in sub-component 2.3 of the on-going project. Hence, the present assignment has been proposed under this sub-component.

The environmental and social impacts assessment and resettlement planning of the proposed extension need to be in compliant with the national regulatory as well as World Bank (WB) Safeguards Policies requirements.

In view of the above, MPWT requests a competitive proposal from interested firms to carry out the ESIA and prepare the RAP for the proposed extension. This TOR details scope of the ESIA and RAP assignment, specific tasks and timebound outputs expected from the assignment and required qualification of consulting firm (The Consultant) and its key personnel being sought to support the MPWT to fulfill the safeguard requirements.

The National Road 13 (NR13) is the most important transport corridor in Lao PDR in terms of both domestic and regional connectivity and its upgrade, rehabilitation, and maintenance could result in significant benefits for the country. NR13 is a north-south corridor (1,500 km) and the backbone of the country that connects Lao with China in the north and with Cambodia in the south. The road comprises NR13 South from Vientiane Capital to the Cambodian border (829 km) and NR13 North (671 km) from Vientiane Capital to Boten on the Chinese border. The main sections of the road were completed in 1997 and have not been rehabilitated since, receiving only periodic and emergency maintenance.

The MPWT is currently implementing the Lao National Road 13 Improvement and Maintenance Project (the On-going Project) with supports from WB, AIIB, and NDF. This on-going project supports improvement works, and maintenance and operation of km 12 to km 70, a 58-km critical section, of NR13 North (NR13N). It also supports a preparation of studies, i.e. environmental and social assessments, for future investments on other critical sections of NR13. More details of the project components are described in the following section. Currently, the on-going project is under implementation which civil works has started in January 2020. An ESIA including an Environmental and Social Management Plan (ESMP) and a RAP of on-going project was prepared, cleared by the WB and publicly disclosed in January 2018.

The proposed extension has been classified as Environmental Category A considering the nature of the proposed activities and local environmental and social contexts in accordance with the WB safeguard policies. The critical 6 Km section of NR13N is in the suburb area of Vientiane Capital with the starting point at Sikhai located about 6 Km from the Capital City.

**Objectives of the Assignment.** The overall objective of ESIA is to assess environmental and social risks and impacts of the proposed extension and prepared risks and impacts management plans to be applied throughout the project life cycle. Further, the assessment will be proportionate to the potential risks and impacts of the extension, and will assess, in an integrated way, all relevant direct, indirect and accumulative environmental and social risks and impacts throughout project life cycle. ESIA will be used to inform and provide input to the proposed road extension design to enhance the benefit of the proposed extension, equally for men and women, girls and other disadvantaged groups, to ensure that the adverse impacts of the proposed extension on local people, the community and their physical, biological, and human environment are avoided, minimized, mitigated or compensated, and to integrate the environmental and social considerations into the project design and implementation. The assessment also aims to comply with the national and WB Safeguards Policies requirements with respect to environmental and social assessment.

The proposed improvement works on the 6-km section of the NR13N are essentially an extension of the on-going works on the same road, from km 12 to km 70. For both connected sections, similar nature of activities will be carried out in a similar environmental and social setting and hence causing similar nature of the impacts. Therefore, an Addendum to the existing ESIA of the on-going project will be prepared for the proposed extension, rather than preparing a separate ESIA.

**Methodology.** This ESIA assignment should be prepared in line with the World Bank Operational Policy (OP4.01): Environmental Assessment. The assignment will be carried out through a combination of various methods for desk reviews, field surveys, data collection, analysis and assessment. The field tools would include instrument monitoring, field surveys, focus group meetings, workshops, questionnaires, census surveys, and in-depth interviews. The analysis and assessment tools may include matrices and risk assessment technique, GIS-based analysis, and environmental modelling, where necessary. The data collection and assessment should be carried out in a consultative and participatory manner, closely involving local communities and other concerned stakeholders. The consultant should work closely with the engineering design team so that the results of field surveys and environmental modelling and the feedback from stakeholder consultations could be integrated into the engineering design.

The ongoing COVID-19 virus outbreak and restriction measures to contain and prevent the

spread of this virus will likely impact and impede this assignment depending on the evolving outbreak situation. Regulations and guidelines launched by the government and World Bank including "ESF/ Safeguards Interim Note: COVID-19 considerations in construction/ civil works projects" and "Technical Note: Public Consultations and Stakeholder Engagement in WB-supported operations when there are constraints on conducting public meetings" shall be strictly observed by the consultant during the course of its assignment. Thus, appropriate methods of impact assessment and means of communications with various stakeholders would need to be adopted for the health and safety reasons.

The Consultant is expected to start its assignment after the contract signing and complete it with the final package of outputs listed in ToR delivered within 150 calendar days or about 5 calendar months. Total input for the key personnel is estimated at 10 person months.

The consultant is expected to start this assignment from **November 2020** or as soon as a contract has been signed with the project. The team will report to Project Director, Project Management Unit established under the Department of Roads (DORs) and will work under close technical supervision of Director of Environment and Disaster Prevention Division (EDPD) of Public Work and Transport Research Institute (PTRI), under MPWT. The ESIA and RAP consultant will closely work together during the impact assessment and preparation of ESIA report as findings of social assessment will be also integrated into the ESIA process and vice versa. A separate Initial Environmental Examination (IEE) report which includes ESMP covering both a resettlement plan and environmental management plan is required to be submitted to Vientiane Capital Office of Natural Resources and Environment (VCONRE) for approval with an Environmental Compliance Certificate (ECC) to be provided prior to the work commencement. Specific deliverables expected from the consultant are listed in the ToR.

The detailed Terms of Reference (TOR) for the assignment can be obtained at the address given below:

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 Project Manager, Department of Roads  
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The Department of Roads (DoR) now invites eligible consulting firms ("Consultants") to indicate their interest in providing the Services. Interested Consultants should provide information demonstrating that they have the required qualifications and relevant experience to perform the Services. The shortlisting criteria are:

- 1) Proven international experience in undertaking contracts or similar contracts to carry out and prepare ESIA, ESMP and RAP under major country's highways or similar infra-structure projects; such experience in South/ South East Asia is a strong asset (40%).
- 2) At least 10-years experience with minimum 3 similar ESIA, ESMP and RAP contracts or similar assignments, successfully completed in the capacity of prime contractor (i.e. individually or as lead member of Joint Venture) (40%).
- 3) Demonstrated strong team composition to carry out the assignment. (20%)

Key Experts will not be evaluated at the shortlisting stage.

The attention of interested Consultants is drawn to Section III, paragraphs, 3.14, 3.16, and 3.17 of the World Bank's "Procurement Regulations for IPF Borrowers" July 2016 ("Procurement Regulations"), setting forth the World Bank's policy on conflict of interest.

Consultants may associate with other firms to enhance their qualifications, but should indicate clearly whether the association is in the form of a joint venture and/or a sub-consultancy. In the case of a joint venture, all the partners in the joint venture shall be jointly and severally liable for the entire contract, if selected.

A consulting firm will be selected under the method of **Cost and Quality-based Selection (CQS)** in accordance with the procedures set out in the World Bank's Guidelines: *Selection and Employment of Consultants under IBRD Loans and IDA Credits & Grants by World Bank Borrowers*, dated January 2011. A shortlist of firm will be established based on the submitted Expressions of interest and in line with the criteria as outlined above. Shortlist consultants will be invited to submit full technical and finance proposal.

Further information can be obtained at the address below during office hours from 08:00 am to 16:00 pm, Monday to Friday. Expression of Interest must be delivered to the address below by 16:00 hrs (Local time of Vientiane Capital, Lao PDR, GMT+7) of **3 November 2020 as the deadline for the submission** (Electronic submission is acceptable).

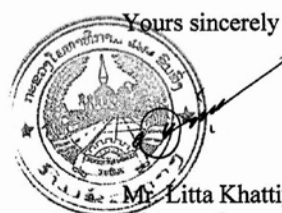
Department of Roads, Ministry of Public Works and Transport

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Mr. Litta Khattiya  
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