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WORLD ROAD ASSOCIATION

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Contribution of road transport to sustainability and economic development

CALL FOR PROPOSALS

Deadline: February 28th, 2018

1. PURPOSE AND STRATEGIC SIGNIFICANCE

1.1 Introduction

The World Road Association (AIPOC) set up a fund of Special Projects to allow them to subcontract the elaboration of short and high-quality documents, analyzing subjects of significant importance defined by the members and which exceed the production capacity of Technical Committees or Task Forces during their mandate. This allows PIARC to cover subjects beyond what is planned in the working programs of Technical Committees.

The present document is a call for proposals to study the **“Contribution of road transport to sustainability and economic development”** for the decision-makers by emphasizing the evaluation and the management of the socioeconomic external factors.

1.2 Purpose

Transport generates unmistakably considerable economic advantages. The most obvious are the saving of time, the cost cutting of transport, the extension of the area of influence for work and purchases, to which are added many individual advantages going of the extension of the offer of consumer goods to the possibility of reaching far destinations for other activities.

But besides these obvious advantages connected to the road transports, there are effects which the importance is less perceived, in particular:

- Road transport effect on the global economic growth;
- Road transport effect on the social development;
- Road transport contribution to sustainability;
- The scale of external advantages compared with external costs of road transport;

- The contribution of road transport to sustainable economic development in relation to climate change;
- Etc.

The purpose of this study is to understand and showcase the socioeconomic advantages engendered by Road Transport in order to identify indicators so that the decision-makers can make good decisions that contribute to a sustainable economic development of countries at the same time as they can use the report to show evidence of the contributions of road transport to higher decisions makers or to society.

2. METHODOLOGY AND APPROACH

2.1 General

This present call for proposals concerns the elaboration of a document on the contribution of Road Transport to sustainability and economic development by dealing with the management of socioeconomic external factors.

The document should be applied to all countries whatever their level of development. It will have to be flexible enough to be applied to national as well as to a local contexts. On top of that, a specific chapter should be dedicated to Low and Middle Income Countries (LMIC).

2.2 Approach

The proposals, in answer to the present call, should include a description of the approach to be adopted.

Besides it is necessary to specify that:

- The negative externalities do not integrate the field of the study because are taken into account by the AIPCR in another framework (see chapter “2.3 Out of scope”);
- In case of selection of case studies, they will have to be validated by the Project Oversight Team (POT) which will be set up and to give relevant justificatory bases with regard to choices;
- When using questionnaires these will also have to be validated by the mentioned POT;

- The existing international network within PIARC Technical Committees could be used to collect some of the case studies and to answer the questionnaires. Nevertheless, each answer to this call for proposals can propose to mobilize additional international networks.

The proposal should answer the following questions concerning the approach of the tenderer:

1. How will the study be led? (For example, by making a review of the literature, by leading interviews, by examining the exemplary practices, by taking advantage of case studies or of other methods.)
2. PIARC is a worldwide organisation. It is important that all members can relate to the final documents. Therefore, it is important that there is a broad geographic representation. How can you guarantee that the result will meet this requirement not only for the final report but for the study as well (worldwide representation in the study)?
3. What will be the main documents or the main sources to consider? Identify other reports, frameworks experts, etc. who will be consulted to supply elements which will serve as basis.
4. What is the contribution of Road Transport to sustainability and in the social and economic politic of the countries and how Road Transport can modify the existing socioeconomic tendencies?
5. What are relevant indicators for predicting or describing sustainable development due to the construction of road infrastructure (job creation, unemployment rate upper or lower than the average, the working population, augmentation/Strong increase / regression, important business parks, etc.)? And how they can apply to the different countries?

2.3 Out of the scope

Several aspects related to this topic are out of the scope of this Special Project:

- Although indicators of the contribution of the road transport to sustainability and economic development are part of the study, it is not requested to deliver a full model of evaluation.
- Some global trends might have a significant impact on road transport. These trends might be mentioned but a deep study of them is not expected: demographics trends, autonomous vehicles, drones, 3D printers...
- Certain aspects can be mentioned but should not be the core of the study since they have already been dealt with by PIARC Technical Committees. Particularly:
 - Adaptation of the road network to climate change.
 - Road transport and air quality; road transport and noise.
 - Project evaluation methods and ex-post evaluation.

3. Final deliverables

The final deliverables will include:

1. A report presenting the potential socio-economic contribution of Road Transport to the sustainability and economic development of countries. The report has to include an executive summary that will describe the rationale behind the project, explain the methodology for your work, summarize the key outcomes and explain how this report can be used by countries, including LMIC. The report should also include a chapter with possible specific recommendation for LMIC. This report should be drafted in a very communicative way in order to be distributed beyond the road sector. It should include graphics and images, it should highlight key sentences and it should be understandable by high decision makers and by general population; A good example of this communication aspect can be seen here (you might need to register for free before being able to download the file): <https://www.piarc.org/en/order-library/24521-en-Preserve%20your%20Country-s%20roads%20to%20Drive%20Development.htm?catalog&catalog-topic=33&catalog-size=>

2. An accompanying illustrated presentation for distribution and use in webinars and/or international conferences such as World Road Association's Council meeting (October 24-25, 2017) in Yokohama, Japan with representatives for the 121 PIARC member countries. A presentation in Yokohama meeting should also be delivered, in person or through a videoconference (in English).

The final products will be submitted in electronic form in English. The World Road Association will ensure the translation into French and Spanish.

4. Key dates

The proposal should also include a proposed draft of a work schedule. The schedule should identify dates or time frames for accomplishing major milestones in the project. The work schedule will include a date or time frame for an interim product or products that allows adequate time for review and feedback prior to the final deliverable. The schedule should also include a proposed schedule for periodic conference calls to report on progress. The schedule must be completed and all final products delivered within six months of the commencement of the project.

Here are some important deadlines and dates:

1. Kick-off WebEx meeting: **12/3/2018** (exact hour will be chosen taking into account the time zones of all participants to the meeting, awarded proposal will be contacted on 8-9/3/2018)
2. Ultimate due date for the deliverables: **10/9/2018** (6 months of total work on the report)
3. Presentation of the results to the Council meeting in Yokohama **25-26/10/2018**. Presentation material should be delivered by 15-10-2018 (one additional month to work on the presentation materials).

Follow-up of the progress by the POT:

- Monthly WebEx meetings
- By-monthly reports of progress

5. Proposed budget

Please provide a general budget for the project. The budget should include a general itemization of the costs of the major work elements of the project, in terms of days or hours of works by experts.

A maximum budget for the project is set at 25.000 euros. The possibility to bring extra funding into the project will be rewarded with extra points in the evaluation and selection phase of the proposals.

6. Proposed experts

The proposal should also include a description of the relevant expertise that qualifies the tenderer to undertake the project. Specifically:

1. Describe any past or current work projects that relate to the subject of this proposal.
2. Identify the person or persons who will be working on this project, describing their roles and estimated contribution to the project, and providing information on their backgrounds, experience and expertise.

A University degree in economy of transport/sociology, or similar domain will be welcomed. to the team has to justify:

- A work experience of at least ten (10) the years in the domains of the economic studies and or socioeconomic in touch with the road transport;
- A participation as socio-economist in sustainability, environmental, or socioeconomic studies in the sector of transport generally and road in particular
- A good capacity of analysis of the social, economic context and the implications in the management of the politics and the strategies of transport.

The team has to have excellent capacities of synthesis, written and oral communication.

The team has to master the English language.

6.1. Criteria of evaluation

The expert will be noted on the basis of the following three criteria:

- **Criterion 1:** relevant Experience for the mission noted **on 20** points is 4 points by similar socio-economic mission (up to 4 missions and up to 4 points for experience in drafting communications documents;
- **Criterion 2:** conformity of the work plan and methodology, noted on **60 points** distributed as follows:
 - Technical Approach and methodology: 40 points;
 - Proposed Work plan: 20 points;
- **Criterion 3:** International experience up to **10 points**.
- **Criterion 4:** budget proposal up to **10 points**. Among the proposals received, the one with the best budget proposal including budget offered by PIARC and extra funding from external institutions/organizations will be given 10 points. Other proposals received will be noted linearly against the proposal with best budget offer.

7. Project oversight

The project will be overseen by a Project Oversight Team (POT) to select the preferred supplier and assist in the development of the project. These experts will be drawn from PIARC membership, and will include representatives from Technical Committee 2.3 and the Strategic Planning Commission.

The POT will assess tenders and select the preferred supplier on the basis of its assessment of:

- i. how well tenders address the project objectives and deliverables;
- ii. the value for money offered by the tenderer, including additional contributions leveraged by the project;
- iii. and the capacity of the tenderer to deliver the specified outputs.

The POT will oversee progress of the Project, including participating in periodic calls and reviewing interim and final products. The POT will also provide any relevant information from the PIARC work to the selected

tenderer for use in the project. In addition to review and oversight by the POT, input may also be sought from the other members of Technical Committee 2.3, and from members of any other relevant PIARC Technical Committees.

8. Proposal submission

Proposals should include the elements identified in this Call for Proposals. Specifically, they should include:

1. An outline of the Approach to be used for the project;
2. An identification of the key issues to be considered, including the information requested in Section 2.2;
3. A work schedule, as described in Section 4;
4. A budget, as described in Section 5;
5. A list of proposed experts, as described in Section 6.

Proposals should be submitted electronically in English to the World Road Association General

Secretariat at: info@piarc.org no later than: February 28th, 2018

For any questions, please send E-mail to info@piarc.org