

# Terms of reference N°2: Review of corridor road safety priorities

**PHASE II: SPECIFICATION OF PROJECT CONCEPT**

**[STEP 2, TASKS 2.1& 2.2; STEP 3, TASK 3.1]**

## **RTRC ROAD SAFETY GOALS AND PRIORITIES**

### **Background**

*Provide description of proposed project.*

### **Objectives**

The objectives of the required technical assistance services are as follows:

- Determine the desired regional and country road safety performance in the project.
- Identify regional and country road safety priorities in the project.

### **Outputs**

The outputs of the required technical assistance services are as follows:

- 1 *Determine desired project RTRC road safety performance.*
  - 1.1 Identification of current road safety performance goals for the project RTRC at the regional and country levels.
  - 1.2 Establishment of regional and country consensus on desired road safety performance in the project RTRC over the coming decade.
- 2 *Identify project RTRC road safety priorities.*
  - 2.1 Assessment of country and regional fatal and serious injury data prioritized by crash vehicle type, crash victims, factors contributing to crashes, spatial concentrations and country differences in fatality and injury patterns, and any other relevant safety performance data.
  - 2.2 Establishment of regional and country consensus on project RTRC road safety priorities on the basis of available evidence.

### **Scheduling of tasks**

*To be developed in accordance with project identification and preparation schedule.*

### **Professional skills and experience required**

#### *Road safety management specialist*

Internationally recognized road safety management specialist with more than 10 years of leadership experience in the development and implementation of national and regional road safety strategies. Demonstrated success in working with lead agencies and associated safety-related agencies at the departmental head and ministerial levels is essential.

#### *Road safety analysis specialist*

An internationally recognized specialist with more than 10 years of experience in conducting scientific analyses of the road environment, vehicle, and human factors contributing to road crashes and injuries. Hands-on experience in quantitative evaluations of road safety interventions and outcomes is essential. Experience in road safety analyses in developing and transition countries is desirable.

*For all team members, a demonstrated ability to work with and gain the trust of senior government officials and professional peers is essential.*