ROAD SAFETY IMPROVEMENT PHASE II

TERMS OF REFERENCE FOR CONSULTANTS

A. BACKGROUND

1. The government of the Kyrgyz Republic signed up to the Regional Road Safety Strategy for CAREC Countries, 2017–2030 in 2016 which aims to reduce road fatalities by 50% by 2030 in the region. The Cabinet of Ministers holds regular meetings dedicated to road safety issues. By the Decree of the President of the Kyrgyz Republic dated 7 March 2021, the Ministry of Internal Affairs is assigned as a responsible agency in the sphere of road safety. The Cabinet of Ministers approved the National Road Safety Strategy (NRSS) for 2023–2027 in 2022 and the Action Plan for implementing the NRSS in October 2023. The Action Plan mandates specific actions to be undertaken by various agencies involved in reducing road crashes in the country including actions to improve the road safety engineering which are to be implemented mainly by the Ministry of Transport and Communications (MOTC).

2. Road network managed by MOTC comprises a total of 18,821 kilometers (km) of public roads including the 4,089 km international roads, the 5,621 km national roads, and the 9,109 km local roads. The total length of paved roads is 8,100 km. MOTC is responsible for policy, regulation, coordination, and control, as well as programming, planning, procurement of construction/rehabilitation works and maintenance services.

3. With the Asian Development Bank's (ADB's) support, through the Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project (Phase 2), for the Road Safety Improvement Phase I (RSI Phase I) was developed and approved the Resolution of the Cabinet of Ministers of the Kyrgyz Republic No. 525 dated August 26, 2025 "*On Amendments to Certain Government Resolutions of the Kyrgyz Republic to Ensure Road Safety and Implement Road Safety Audit (RSA)"* under which MOTC legally introduced and officially approved road safety audit procedure. Later, in November 2025 was approved Road Safety Audit Procedure and Road Safety Audit Manual (RSAM) was included as a recommendational annex to this procedure. Additionally, on October 30, 2024, the Academic Council of KSTU (Kyrgyz State Technical University) officially approved the Regulations on Auditor Training and certification procedure, prepared and approved training material, trained and certified 24 road safety auditors. Under the adopted RSA procedures, newly certified auditors performed 5 pilot road safety audits.

4. MOTC, through the Department of Control and Oversight of Transport and Road Safety (DCOTRS) is responsible for delivering safer road infrastructure. To implement the NRSS, within its mandate, MOTC has been making great effort to improve road safety engineering practices. Before the official approval of Road Safety Audit procedure, the MOTC facilitated the road safety audit on the foreign-funded projects only and after the official approval of RSA procedure it is decided to perform RSA on all road construction projects ongoing on I, II and III road categories.

5. Under the RSI Phase I, MOTC introduced a new Road Safety Audit Unit (RSAU) in MOTC in 2024 to undertake a road safety policy implementation coordination and safety audit function.[1] Approach to perform RSA under the RSAU was decided to keep as temporary decision, and in the nearest future, for the increasing of independence, to transfer RSA performance to PIC (Production Innovation Center under the MOTC) or to the open market (e.g. outsource).

6. "Kyrgyzdortransproyekt" (KDTP), the Road Design Institute, prepares detailed design of road

[1] ADB. Kyrgyz Republic: Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project (Phase 2) – Additional Financing (G0621-KGZ). The RSI Phase I commenced in March 2023 and is expected to be completed in 2025. In summary, the RSI Phase I will develop a national road safety audit manual based on the existing CAREC manual; propose policy and legislative amendments for road safety audit; identify the needs to strengthen safety in road engineering standards; propose a structure for a road safety audit unit in MOTC; develop a road safety auditing course at the Kyrgyz State University of Construction, Transport and Architecture; and identify effective technologies for road safety in the Kyrgyz Republic. The full terms of reference of the RSI Phase I consultants are available in ADB Consultant Management System. GRANT-0621 KGZ: Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project (Phase 2) – Additional Financing – CAREC/C1&3/QCBS/RS Road Safety Audit and Technology Consultants (RSATC) (48401-007).

projects and applies the road design standards that are largely based on Russian GOST standards approved by the Eurasian Economic Union and the Construction Norms and Rules approved by the Government of the Kyrgyz Republic. The safety audit recommendations on the detailed designs are in some situations are judged against GOST standards and are often rejected if they do not comply with the national standards and norms. To resolve this issue, MOTC together with The National Institute for Standards and Metrology "Kyrgyzst" and Technical Committee TK-55 “Automobile roads and transport facilities” agreed to approve the Design Exception Procedure and process in 2025 which was drafted under the RSI Phase I.

7. Under RSI Phase I, MOTC with the Consultants performed GAP analysis on existing more than 230 technical design standards and developed Technical Note for the improvement recommendations of the existing technical normative documents. Additionally, Rules of the road safety design measures were developed and presented for approval to the Technical Committee TK-55 “Automobile roads and transport facilities” and The National Institute for Standards and Metrology "Kyrgyzst". Additionally, under the RSI Phase I project was developed draft update of SNiP KR 32-01:2004 “Design of automobile roads” which should be approved in 2026.

8. Also, MOTC with the Consultants (i) developed and Minister of Transport and Communications and Minister of Internal Affairs approved “Methodology of Black spots identification and ranking”. Under the developed methodology, were identified “Black Spots” for 2024 and 15% of the ranked “Black Spots” were performed analysis and prepared recommendations for the improvement; (ii) performed 100 km iRAP star-rating surveying pilot project and organized trainings on iRAP adaptation in Kyrgyzstan, (iii) performed the accidents statistical analysis and developed initial low-cost road safety measures catalogue.

9. In 2023, the United Nations (UN) Road Safety Trust Fund approved the project ‘Safe and inclusive road design in Central Asia’ to improve road design standards in relation to road safety. The Kyrgyz Republic has been selected as one of three participating countries in this project.[2] This project aimed to (i) improve design standards that align with the Global Road Safety Performance Targets and international good practice, (ii) provide training in road safety engineering and implementing the updated design standards, and (iii) gain participating country approval to improved design standards. The consultants conducted country consultations in March of 2024 and completed the assignment in July 2025. The report is delivered to MOTC and to the Technical Committee TK-55 “Automobile roads and transport facilities” for approval and in mentioned committee it was discussed to approve this document as a recommendation for the design, but the final approval was not performed yet.

10. To effectively deliver the ongoing Projects’ Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project (Phase 2), for the Road Safety Improvement Phase I (RSI Phase I) outputs, MOTC has committed to prepare a cadre of professionals with improved road safety engineering competency and to mainstream the road safety auditing function in MOTC. In addition, Kyrgyz road safety agencies including MOTC and the Kyrgyz State Technical University (KSTU) benefited from the CAREC Institute Road Safety and Sustainable Mobility Course held in Bishkek in February 2024.[3] Officials from MOTC attended to technical road safety management study tour to Lithuania, Austria and the Netherlands in the middle of 2024.

B. SCOPE OF SERVICES

1. The objective of the RSI Phase II under the proposed Issyk-Kul Ring Road Improvement Project (IRRIP) is to ensure that the achievements of the RSI Phase I are secured and continued. The RSI Phase II aims to institutionalize the road safety audit in MOTC.

2. The RSI Phase II scope has been formulated considering worldwide experience and expected outcome of the ongoing RSI Phase I. The scope of the RSI Phase II is aimed to (i) mainstream a road safety auditing in MOTC, (ii) carry out safety assessment on selected international and national roads to

[2] United Nations Multi-partner Trust Fund Office. 2023. *Project Document: Safe and Inclusive Road Design in Central Asia*; and United Nations Multi-partner Trust Fund Office. Safe and Inclusive Road Design in Central Asia.

[3] CAREC Institute. CAREC Road Safety and Sustainable Mobility Course.

identify low-cost safety countermeasures, including recommended measures by the iRAP pilot project on the road EM-11, (iii) support the pilot demonstration of the safety measures recommended by the safety audit made on the detailed design of the project road from Barskoon to Karakol, and (iv) provide capacity building trainings and internships including for women in road safety engineering.

3. The Consultants will undertake the following tasks, but not be limited to:

Task 1: Mainstreaming of road safety auditing in MOTC

(i) Review the RSI Phase I Project reports and deliverables and United Nations (UN) Road Safety Trust Fund approved the project 'Safe and inclusive road design in Central Asia' report to be familiar with achievements, conclusions and recommendations.

(ii) Assess the approval status of the new Road Safety Audit Procedure and Manual and the related legislative and policy amendments and after performance of several RSA, if needed, propose the updates based on real experiences.

(iii) Assess the standard operating procedures of the MOTC's RSAU, Road Asset management department and PIC (if needed) including workflow and reporting lines, job descriptions, and deliverables; and suggest necessary modifications to meet the evolving needs of the RSAU, Road Asset management department and PIC operation.

(iv) Understand existing and proposed resourcing to the MOTC RSAU, Department of Road Asset and Production Innovation Center (PIC) and, if needed, propose the updated budgeting plan, including staff salary, equipment and software, books and technical documents.

(v) Assess the capabilities of MOTC RSAU, PIC or independent certified auditors to manage, conduct and evaluate road safety audits, prepare the continuous improvement plan and support implementation. Prepare the continuously capacity building plan for the auditors. Provide technical advisory support to the RSAU, Road Asset management department, independent auditors or PIC (if needed) staff in undertaking road safety audits, monitoring and evaluation of the effectiveness of the auditors' recommendations and preparing reports on the completed audits. Support to perform at least 3 road safety audits and provide feedback.

(vi) Develop and support MOTC on the official approval of "Tunnel Traffic Safety Audit Methodology" based on best international practices. Organize at least one training session/workshop for interested parties to train how to use methodology.

(vii) Develop new or identify possibilities to update existing Road Safety Audit Procedure and RSAM by introducing "Bridge Traffic Safety Audit Methodology" based on best international practices and support MOTC on the official approval. Organize at least one training session/workshop for interested parties to train how to use methodology.

(viii) Evaluate the existing legislation and technical norms, related road safety planning and management and road design in Kyrgyz Republic, perform GAP analysis and according to identified GAPS continuously support MOTC on the improvement. Perform at least one workshop on identified GAPS for interested parties.

(ix) Develop and support on the official approval at least one dedicated technical-normative document which is lacking now, e.g. pedestrian and bicyclist infrastructure planning and designing, pedestrian crossings design, roads lightening or other technical documents according to GAP analysis and agreement with MOTC. Organize at least one workshop to present for interested parties the developed document.

(x) Support MOTC on the during RSI Phase I Project drafted SNiP KR 32-01:2004 "Design of automobile roads" official approval process and, if needed, perform the improvements of the draft according to stakeholders' comments.

(xi) Confirm the status of UN Road Safety Trust Fund project and report approval, identify any potential overlaps with other technical/legal documents and, if possible, support on merging

with related documents and support approval. Coordinate with the consultants working on the UN Road Safety Trust Fund Project to ensure that complementary design guidance is being provided.

(xii) Evaluate MOTC and The National Institute for Standards and Metrology "Kyrgyzst" experience in implementing “Technical Notes” and “Design Exception Procedure” and support on further implementation. Identify opportunities to strengthen implementation of the Design Exception Procedure and support to ensure inclusion of appropriate safety measures in detailed designs.

(xiii) Understand the level of coordination between key road safety agencies, propose activities for strengthening the collaboration and support the steering of these activities. Explore with Kyrgyz officials the establishment of a multi-agency coordination group or expand the existing Technical Committee TK-55 “Automobile roads and transport facilities” for oversight of road design and safety standards and support its performance. It is suggested that the group be chaired by MOTC and include KDTP, Traffic Police, and KSUCTA and other stakeholders to consider design issues ahead of the preliminary design work.

(xiv) Develop and support MOTC on the official approval of “The Life and Injury Cost Evaluation Methodology” and “Ranking and Prioritization of Road Safety Measures Implementation Methodology” based on best international practices. After the approval of the methodologies calculate Life and Injury Costs for the year 2027. Organize at least one training session/workshop for interested parties to train how to use both methodologies.

(xv) Identify capacity building needed activities and prepare the training program covering the topics related to safe road design for the MoTC, design institute, road police experts, etc. At least 1 training session/workshop should be performed per month.

Task 2: Carry out safety assessment on selected international and national roads

(i) Based on approved RSA procedure (Type 5 audit), and in collaboration with MOTC RSAU, develop a set of selection criteria to identify the road sections to be audited (assessed) under the RSA Type 5 procedure. The selection criteria may include traffic volume, crash frequency and severity, black spots, routes through populated or mountainous areas, and connections to border crossings. The national road network shall be then ranked by these criteria. Organize at least one workshop to present for interested parties the developed selection and ranking criteria, identification process and present ranked roads’ sections list.

(ii) Assist the MOTC RSAU or PIC (if decided) to undertake Road Safety Audit (Type 5 assessments) of the selected road sections of the international and national road networks based on the agreed ranking. The total length of road sections for on-site auditing (assessment) is expected to be at least 500 km. Additionally, existing bridges on the selected road sections, shall be audited (assessed) using “Bridge Traffic Safety Audit (Assessment) Methodology”. Organize at least one workshop to present for interested parties the performed auditing (assessments) results.

(iii) Review the RSI Phase I prepared low-cost road safety countermeasures catalogue, if needed update it with additional (new) countermeasures, including iRAP recommended measures by the pilot project on the road EM-11. Identify low-cost safety countermeasures for implementation on audited (assessed) roads’ sections, estimate the anticipated safety improvements, and present an investment proposal to MOTC. The proposals should be based on newly prepared “The Life and Injury Cost Evaluation Methodology” and “Ranking and Prioritization of Road Safety Measures Implementation Methodology” and shall prioritize interventions based on potential safety impact and cost-effectiveness, aligned with international best practice for road safety investment. Organize at least one workshop to present for interested parties the updated low-cost countermeasures catalogue and most effective countermeasures selection process keeping as example audited roads.

(iv) Assist the MOTC RSAU or PIC (if decided) to undertake traffic safety audits (assessments)

of at least 1 tunnel (e.g. Kok-Art, Töö-Ashuu or etc.) under newly developed and approved "Tunnel Traffic Safety Audit (Assessment) Methodology" and support on developing the outcomes report. Organize at least one workshop to present for interested parties the auditing (assessments) results.

(v) Based on approved "Black Spots Identification and Ranking Methodology", together with MOTC RSAU, perform "Black Spots" identification and ranking for the year 2026, 2027 and 2028. Support MOTC RSAU to visit at least 10% of the highest ranked "Black Spots" in 2026, 2027 and 2028 and support to fill the forms with the recommendations to improve situation at assessed "Black Spots" sections. After performance of 2026, 2027 and 2028 "Black Spots" identification, ranking and assessment processes evaluate the need to update the Methodology and if needed, propose the updates based on real experiences. Organize at least one workshop every year (2026, 2027 and 2028) to present for interested parties the "Black Spots" assessments results.

(vi) After performing 500km assessment and Black Spot identification and ranking, propose mass action and cost-benefit campaign for infrastructure treatments based on cost-effectiveness, (i.e. speed calming measures, or guard rails in 100+ locations) and on crash risk and causality of crashes identified.

(vii) Evaluate various road safety assessment tools, such as video cameras with AI software, various sensors, traffic signs and marking reflection measure devices, etc. and recommend the most appropriate tools for adoption in the Kyrgyz Republic.

(viii) Utilize the road asset management system (RAMS) data collected under the Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project's RAMS Phase I4 and the Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project (Phase 2)'s RAMS Phase II5 to generate demonstrations of the shortlisted assessment tools, including iRAP. Support on selected tools implementation and integration with other systems, e.g. accidents' database, road asset management systems, etc.

Task 3: Demonstrate the pilot implementation of the safety recommendations made on the Barskoon to Karakol road

(i) Study the Road Safety Audit Reports prepared on the detailed design of the Barskoon–Karakol road in 2023 and in 2025 (to be provided by MOTC) and identify select the high impact and small-scale technology improvements such as better road paint for longer life and higher reflectivity, audio tactile line marking, high visibility signs, interactive speed signs (turn to red if approaching vehicle speed is excessive), gateway features including speed reduction on entry to settlements, raised pedestrian crossings, and use of wire barriers, metal barriers, concrete barriers.

(ii) Discuss with MOTC the identified high impact safety measures and available project funds for their implementation.

(iii) Prepare a proposal to demonstrate implementation of the safety measures including an implementation arrangement (to engage the civil works contractor and supervision consultant to be mobilized by MOTC for reconstructing the Barskoon– Karakol road via relevant contract variations) and establish a monitoring and evaluation process to quantify the benefits of the piloted interventions.

Task 4: Provide support to KSTU in training of cadre in road safety engineering

(i) Determine the status and quality of the road safety related study and training programs in KSTU and define the ways for further improvements of related study programs, if any, to achieve the effective transfer of key knowledge, skills, and attitudes for good practice road

[4] ADB. Kyrgyz Republic: Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project (G0496-KGZ).
[5] ADB. Kyrgyz Republic: Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project (Phase 2) – Additional Financing (L3730-KGZ).

safety engineering.

(ii) Develop and deliver a course, to be agreed with KSTU, aimed at enhancing a special certified training program for women (students, specialists) in road safety topics and train at least 12 participants. Note that the course content should be based on Gender Action Plan of the IRRIP which is attached, vocational and practical rather than academically oriented and should include substantial field-based coursework aiming for a balance of 1 hour lecture time to 2 hours tutorial and 3–6 hours practical field-based work.

(iii) Evaluate possibilities to establish road safety laboratory at KSTU, needed equipment, budget, competencies and recommend the most appropriate implementation and funding plan. Consider the benefits of establishing an accreditation scheme to support attainment of professional competency.

C. CONSULTANTS REQUIREMENTS

1. The assignment is expected to be conducted by a team of consultants (international and national). Consulting services require a total of 26 person-months of international experts' input, 56 person-months of national experts and will take place over a period of approximately 18 months. The consultancy team is expected to have the necessary skills and experience to deliver the entirety of the project. Firms should recommend team members based on their assessment of need and within the minimum composition set out below. Either of the international experts should be nominated as Team Leader.

Table H1 – Staff Input

No.	Expert	Month
Key International Experts		**26**
IK-1	Team Leader	11
IK-2	Senior Safe Roads Engineer	7
IK-3	Traffic Technology Expert	4
IK-4	Capacity Building Expert	4
Key National Experts		**56**
NK-1	Local Team Coordinator	15
NK-2	Road Safety Specialist	15
NK-3	Road Design Engineer	15
NK-4	Legal specialist	11
Non-Key National Experts		**18**
NKN-1	Office Manager / Interpreter	18
	Total:	**100**

2. **Team Leader (International).** A minimum of 15 years relevant managerial/ supervisory/ leadership experience in advanced road safety audit, legal and technical norming, road safety organizational management and training or similar projects is required, as well as a degree in a relevant field, and proven experience of developing and implementing policy in safe infrastructure based on the Safe System approach. At least 3 years of experience in training road safety engineers in road safety audit. Certificate for Road safety auditing is required. Experience in developing countries is required, and experience in CAREC countries is an added advantage. The expert must have proven writing skills and fluency in English. Fluency in Russian and or Kyrgyz is an added advantage.

3. **Senior Safe Roads Engineer (international).** A minimum of 15 years relevant experience in road design, road safety audit and road safety assessment as well as a degree in a relevant field, and proven experience of designing safe road infrastructure. Certificate for Road safety auditing is required. iRAP activity Accreditation for road survey, road attribute coding, and analysis and reporting is required. Experience in developing countries is required, and experience in CAREC countries is an added advantage. The expert must have proven writing skills and fluency in English. Fluency in Russian and or

Kyrgyz is an added advantage.

4. **Traffic Technology Expert (International).** A minimum of 10 years relevant experience in traffic control technologies for road safety including the specification, procurement and deployment of such technologies is required, as well as a degree in a relevant field, and proven experience of implementing such technologies within the Safe System approach. Experience in developing countries is required, and experience in CAREC countries is an added advantage. The expert must have proven writing skills and fluency in English. Fluency in Russian and or Kyrgyz is an added advantage.

5. **Capacity Building Expert (International).** A minimum of 10 years relevant experience in road safety capacity building and trainings is required, as well as a degree in a relevant field, and proven experience of implementing such activities within the Safe System approach. Experience in developing countries is required, and experience in CAREC countries is an added advantage. The expert must have proven writing skills and fluency in English. Fluency in Russian and or Kyrgyz is an added advantage.

6. **Local Team Coordinator (National).** A minimum of 5 years of road sector related projects coordination experience. Sound knowledge of road safety engineering and road safety management is needed. Road safety experience in other non-home countries is an added advantage. The expert must have proven writing skills and fluency in Kyrgyz, Russian and English.

7. **Road Safety Specialist (National).** A minimum of 5 years relevant experience in road safety management as well as a degree in a relevant field. Sound knowledge of road safety engineering and road safety management. Road safety experience in other non-home countries is an added advantage. National certificate for Road safety auditing is required. The expert must have proven writing skills and fluency in Kyrgyz, Russian and English. Tasks include to support the Senior Safe Roads Engineer and Road Safety Management Specialist to complete the project scope by providing:

- Local knowledge of road safety management in the Kyrgyz Republic including agency responsibilities, legal framework, and stakeholder involvement.
- Links to decision makers within the network of Kyrgyz road safety agencies, technical university, consultants and NGOs.
- Familiarization with the road network within the Kyrgyz Republic and how it is managed.
- Support to the access to data and information needed to fulfil assignment tasks.
- Technical analysis of data and information in support of the assignment tasks.
- Drafting components of assignment reports.
- Support to logistical arrangements needed to complete the assignment.

8. **Road Design Engineer (National).** A minimum of 10 years relevant experience in road design. Proven knowledge and experience of delivering major road design projects is required. The expert must have proven writing skills and fluency in Kyrgyz, Russian and English. Tasks include to support the Senior Safe Roads Engineer and Road Safety Management Specialist to complete the project scope by providing:

- Local knowledge of road design in the Kyrgyz Republic including agency responsibilities, legal framework, and stakeholder involvement.
- Links to decision makers within the network of Kyrgyz road safety agencies, technical university, consultants and NGOs.
- Familiarization with the road network within the Kyrgyz Republic and how it is managed.
- Support to the access to data and information needed to fulfil assignment tasks.
- Technical analysis of data and information in support of the assignment tasks.

9. **Legal specialist (National).** A minimum of 5 years relevant experience in transport or road sectors. Proven knowledge and experience of delivering national legislation improvement or international practice

implementation in local legislation projects is required. The specialist must have proven writing skills and fluency in Kyrgyz, Russian and English. Tasks include the legal analysis review, legal support and delivering improvements to the technical legislation.

10. According to Project implementation approach, Firms can involve non-key international and local team members based on their assessment of need.

D. DELIVERABLES

1. The Consultants will be responsible for submitting several deliverables as listed below.

2. **Inception Report.** The Inception Report will be prepared within 2 months from commencement of the contract. This report shall describe the approach to be used by the Consultant in carrying out the services, the required resources and the final implementation schedule, identify the key parties to be engaged in the project and the roles expected of each party. The report shall cover Phase I achievements review, e.g. existing legal situation and GAP analysis review, RSAM and Road Safety Audit Procedure implementation review, RSAU, Road Asset Management Department and PIC (if needed) performance review, KSTU studies review and recommendations for the improvement preparation.

3. **Yearly Progress and Capacity Building Reports.** The Progress and Capacity Building reports are to include the achievements for each tasks performed, and the activities planned for the coming period. Any risks to the project are to be documented and reported along with management responses underway or proposed. Capacity building will be carried out throughout the assignment. The Capacity Building part shall list all capacity building and training activities undertaken, and the participants of those activities. It shall describe the progress made in implementing the Capacity Building Plan submitted as part of the Inception Report. Additionally, the reports shall cover and multi-agency cooperation concept and performance, identified stakeholders, best international practice review, the cooperation concept and structure, responsibilities and working procedure. Together with Progress and Capacity Building Reports should be provided all training materials.

4. **“Tunnel Traffic Safety Audit Methodology” and “Bridge Traffic Safety Audit Methodology” Report.** The report shall cover as-is analysis, best international practices review, needed data collection, legal review, drafted methodologies, checklists, etc. The report shall be followed with the drafts and final versions for the approved methodologies. Additionally, the report shall include performed at least 3 tunnels audits results.

5. **Written feedback on road safety audits report.** The report shall cover identified strengths and weaknesses of the performed audits, most often identified design problems and recommendations for the improvements. Additionally, the report shall cover operational processes and RSAM review and shall be followed with the updated (if needed) standard operational procedures and RSAM.

6. **Technical and Legal GAP Analysis and Recommendations Report.** The report shall cover GAP analysis, identified shortcomings descriptions, drafted agreed technical or legal documents related road safety (at least developed 1 draft of new or improved technical documents), etc. The report shall cover the descriptions of support process on approval of updated SNiP KR 32-01:2004 “Design of automobile roads”. Additionally, the report shall cover evaluation of as-is situation and recommendations for further “Technical Notes” and “Design Exception Procedure” implementation. Additionally, the report shall cover analysis how under UN Funds funded project achieved results could be integrated/merged in the existing technical and normative database and if it will be identified possibilities for merging, draft the merged document.

7. **“The Life and Injury Cost Evaluation Methodology” and “Ranking and Prioritization of Road Safety Measures Implementation Methodology” report.** The report shall cover as-is analysis, best international practices review, statistical analysis, needed data collection, developed formulas, legal review. The report shall be followed with the drafts (and approved) both methodologies and calculated life and injury costs for 2027.

8. **Roads Sections’ Audits (Assessments) Results Report.** The report shall cover road sections selection criteria methodology, ranking list, assessment of at least audited 500 km, including bridges,

results and updated low-cost countermeasures catalogue, implementation of selected road sections low-cost countermeasures proposals. The report shall include the descriptions of the road network to be assessed, the methodology for assessment, a manual for conducting assessments, the findings from assessments with recommended countermeasures and investment proposal. **Completion reports** for the road safety assessment of the main road network. Include the network to be assessed, the methodology for assessment, a manual for conducting assessments, the findings from assessments with recommended countermeasures and investment proposal.

9. **Yearly "Black Spots" Identification, Ranking and Recommendations Reports.** The reports shall cover identified and ranked "Black Spots" according to approved methodology for the years 2026, 2027 and 2028. Additionally, the report shall include on-site visit results and recommendations for at least 10% of yearly identified "Black Spots" improvement low-cost measures. If it will be identified as needed, the report shall include and updated "Black Spots Identification and Ranking Methodology" draft and approved versions.

10. **Mass Action Campaign Report.** The report shall be focused to the infrastructure treatments based on cost-effectiveness, (i.e. speed calming measures, or guard rails in 100+ locations) and on risk and causality of crashes identified. This should include costs, locations, infrastructure treatment and any additional campaign elements needed (i.e. enforcement campaign), etc.

11. **Innovative Tools Assessment and Recommendations Report.** The report shall cover as-is analysis of existing needs and already used tools, integration with other systems/databases possibilities, recommendations for existing tools improvement or new tools initiation and provided support for the implementation. This report shall include recommendations for integration with RAMS, and the recommendations of safety features that should be collected in RAMS (lane width, shoulder presences, speed limits, curvatures, guardrail locations). Recommendations should include how cost-benefit analysis can be integrated into RAMS to help enable prioritization of investments and resources. iRAP and crash database are among the road safety related system that should be able to interplay with RAMS and ITS.

12. **Barskoon-Karakol Piloting and Methodology of Evaluation of The Road Safety Measures Effectiveness Report.** The report shall cover detailed design review, analysis of the prepared road safety audits (2023 and 2025), selection of the most impactful small-scale measures and drafted of the road safety measures effectiveness. Include a proposal to demonstrate implementation of the safety measures and a monitoring and evaluation process to quantify the benefits of the piloted interventions. The report shall include drafted Methodology of evaluation of the road safety measures effectiveness.

13. **KSTU Studies Improvement Report.** The report shall cover studies, related road safety topics, evaluation, identified lacks and proposed detailed improvements for the studies and study programs. The report shall cover analysis of the road safety laboratory establishment possibilities, needed resources, equipment, etc.

14. **Training Program for Woman's in Road Safety.** A training programs shall be aimed at enhancing and involving the women into road safety engineering to support the implementation of the Gender Action Plan. The course outline, session descriptions and activities are to be included.

15. **Draft Final and Final Reports.** The reports shall include overview of all performed activities, lessons learned and recommendations for the future.

16. All reports, deliverables, and workshops, except those provided solely for ADB, are to be provided in Kyrgyz, Russian and English. Any reports solely for ADB are to be submitted in English.

E. IMPLEMENTATION PERIOD

1. The assignment is expected to be commenced in Q1 2026 and will be undertaken on an intermittent basis until Q4 2028.

ID	Deliverable	Tentative timeline																														
		2026									2027													2028								
		4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9
		Months from the Commencement																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
1	Inception Report																															
2	Yearly Progress and Capacity Building Reports.																															
3	"Tunnel Traffic Safety Audit Methodology" and "Bridge Traffic Safety Audit Methodology" Report.																															
4	Written Feedback on Road Safety Audits Report.																															
5	Technical and Legal GAP Analysis and Recommendations Report.																															
6	"The Life and Injury Cost Evaluation Methodology" and "Ranking and Prioritization of Road Safety Measures Implementation Methodology" Report.																															
7	Roads Sections' Audits (Assessments) Results Report.																															
8	Yearly "Black Spots" Identification, Ranking and Recommendations Reports.																															
9	Mass Action Campaign Report.																															
10	Innovative Tools Assessment and Recommendations Report.																															
11	Barskoon-Karakol piloting and Methodology of evaluation of the road safety																															
12	KSTU Studies Improvement Report.																															
13	Training Program for Woman's in Road Safety.																															
14	Draft Final Report.																															
15	Final Report.																															

F. CONSULTANT RECRUITMENT

1. The MOTC will select an international firm associated with a local firm in accordance with ADB Procurement Policy and the Procurement Regulations for ADB Borrowers (2017) based on the quality and cost-based selection (QCBS) method using a 90:10 quality–cost ratio with full technical proposal (FTP). All international and national experts will be evaluated.

G. GOVERNMENT SUPPORT

1. The MOTC will assign a counterpart staff to assist consultants in performing their services and coordinating with Kyrgyz agencies; and provide consultants with data and information as requested.

The consultant must provide his team with a well-equipped office and the necessary resources. This is the basis for the successful provision of consulting services.