



GOVERNMENT OF BELIZE

SECOND ROAD SAFETY PROJECT

**CONSULTANCY SERVICES FOR PRE-PROJECT KNOWLEDGE, ATTITUDES AND
PRACTICES SURVEY CONSULTANCY**

REQUEST FOR EXPRESSIONS OF INTEREST

The Government of Belize (*GOB*) has received financing from the Caribbean Development Bank (CDB) towards the cost of a Second Road Safety Project and intends to apply a portion of the proceeds of this financing to eligible payments under a contract for which this invitation is issued. Payments by CDB will be made only at the request of GOB and upon approval by CDB, and will be subject in all respects to the terms and conditions of the Financing Agreement. The Financing Agreement prohibits withdrawal from the financing account for the purpose of any payment to persons or entities, or for any import of goods, if such payment or import, to the knowledge of CDB, is prohibited by a decision of the United Nations Security Council taken under Chapter VII of the Charter of the United Nations. No party other than GOB shall derive any rights from the Financing Agreement or have any claim to the proceeds of the Financing.

Ministry of Economic Development and Petroleum (MEDP), the Executing Agency, now wishes to procure consultancy services for Road Safety Consultancy. The objective of the consultancy is to undertake a gender-sensitive and socially-inclusive baseline and pre-project Knowledge, Attitudes and Practices (KAP) Survey considering the social gendered norms that shape behavior. The Project area is defined as the corridor along the Philip Goldson Highway, between Belize City and the border with Mexico. The duration of the assignment is expected to be for a period of four (4) months, intermittently.

Ministry of Economic Development and Petroleum (MEDP) now invites interested **eligible consulting firms** to submit Expressions of Interest for the provision of these consultancy services.

Consultants shall be eligible to participate if:

- (a) in the case of a body corporate, it is legally incorporated or otherwise organised in an eligible country, has its principal place of business in an eligible country and is more than 50 per cent beneficially owned by citizen(s) and/or *bona fide* resident(s) of eligible country(ies) or by a body(ies) corporate meeting these requirements;
- (b) in the case of unincorporated firms, the persons are citizens or *bona fide* residents of an eligible country; and
- (c) in all cases, the consultant has no arrangement and undertakes not to make any arrangements,

whereby any substantial part of the net profits or other tangible benefits of the contract will accrue or be paid to a person not a citizen or *bona fide* resident of an eligible country.

Eligible countries are member countries of CDB.

The attention of interested Consultants is drawn to paragraph 1.9 of CDB's Guidelines for the Selection and Engagement of Consultants (2011), setting forth CDB's policy on conflict of interest.

In the assessment of submissions, consideration will be given to technical competence, qualifications and experience, local and regional experience on similar assignments, financial capability and existing commitments. All information must be submitted in English. Further information may be obtained from the first address below between 0900 and 1600 hours Monday to Friday.

Three hard copies of the Expressions of Interest must be received at the first address below no later than 1400 hours on **Friday, September 27, 2019** and an electronic copy must be sent simultaneously to CDB at the email address below. The sealed envelope containing each submission should include the name and address of the applicant and shall be clearly marked "**Expression of Interest – Consultancy Services for Pre-Project Knowledge, Attitudes and Practices Survey Consultancy**"

Following the assessment of submissions, a short-list of not less than three and not more than six applicants will be provided with full terms of reference and invited to submit technical and financial proposals to undertake the assignment. GOB reserves the right to accept or reject late applications or to cancel the present invitation partially or in its entirety. It will not be bound to assign any reason for not short-listing any applicant and will not defray any costs incurred by any applicant in the preparation and submission of Expressions of Interest.

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*Attn.: Second Road Safety Project Management Unit
Pre-Project KAP Survey Consultancy*

2. Procurement

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TERMS OF REFERENCE

PRE-PROJECT KNOWLEDGE, ATTITUDES AND PRACTICES SURVEY CONSULTANCY

1. BACKGROUND

1.01 The Board of Directors (BOD) of CDB at its Two Hundred and Fifty-First Meeting held on May 21, 2012, considered Paper BD 44/12 and approved a loan to GOBZ to assist in financing a Road Safety Project. The expected outcome of the Project was a reduction in deaths and serious injuries associated with RTA along a Demonstration Corridor on the George Price Highway between Belize City and Belmopan. The investments included activities to support improving: the safety of road infrastructure along the Corridor; road user awareness of safety; driver behaviour and adherence to traffic laws; post-crash care; and the capacity of GOBZ to manage road safety. The Project was completed in September 2018, and infrastructure, enforcement, and public awareness efforts implemented have contributed to significant improvements to safety on the Corridor. Fatalities on the demonstration moved from 33 deaths in 2009 to a 5-year average of 9 between 2013-2017.

1.02 GOBZ now wishes to replicate this approach to improve road safety along the Philip S. W. Goldson (PSWG) Highway between Belize City and the border with Mexico. The PSWG Highway is one of Belize's most important and serves as the main trade route to and from Mexico. A 2011 safety assessment of the road network determined that it was predominately 1-2 stars for all users (with 3 being the minimum acceptable standard), it is now considered to have the poorest safety record in the entire network.

1.03 Road Traffic Injuries have significant negative impacts on Belize, at all levels, as they place significant emotional, psychological and financial burden on families of accident victims, elevate the number of healthy life-years lost, loss of productivity and income for victims and their care takers and contribute to the overall mortality and morbidity levels in the country. Road death and injury are not inevitable. Road trauma is a preventable public health challenge. Road systems can be developed that reduce the likelihood of a crash occurring and minimize the severity, if a crash does occur. This can be achieved with road users understanding the risks they impose on themselves and other road users, safe vehicles and safe roads, together with appropriate enforcement.

2. OBJECTIVE

2.01 The objective of the consultancy is to undertake a gender-sensitive and socially-inclusive baseline and pre-project Knowledge, Attitudes and Practices (KAP) Survey considering the social gendered norms that shape behavior.

3. SCOPE OF WORKS

3.01 The Project area is defined as the corridor along the Philip S. W. Goldson Highway between Belize City and the border with Mexico. The scope of work shall include, but not be limited to, the following activities:

- (a) review the norms, values, beliefs, gender relations and community practices in relation to road safety; identify social gendered norms that will serve as entry points for behavioral change;
- (b) identify and draw lessons from previous experience in using positive role models for promoting road safety, with special attention to strategies that will enable young men to become champions/allies in tackling risky behaviors;

- (c) ensure boys and young men are reached by targeting free time spaces where groups meet and socialize, such as sports clubs, pubs, etc.;
- (d) identify social gendered norms, as a key component of behavioral change, that will serve as entry points for said behavioral change;
- (e) compile, review and analyze statistics on road safety, morbidity and mortality in Belize by sex, age and type of event;
- (f) estimate the cost of loss of life, physical ability and productivity, income and time constraints by sex of the victim and of the care takers;
- (g) define study population, which should include communities and schools along the Demonstration Corridor and, utilizing accepted statistical sampling techniques, identify required sample size;
- (h) prepare survey protocol, data collection tools, pre-testing and translation of questionnaires, and train enumerators;
- (i) based on composition of the survey areas and linguistic, cultural and gender considerations, develop appropriate questionnaires;
- (j) data for this survey should be collected through desk review, questionnaires, face-to-face interviews and focus group discussions. To minimize any observer-bias, interviewers should adopt the same approach in explaining the survey, phrasing particular questions, and recording the responses;
- (k) all baseline data will be disaggregated by sex and age; collection methods may include separate focus groups for men and women, as well as for male and female youth. Institutions surveyed will be asked about gender norms and stereotypes influencing the delivery of services for road safety
- (l) process data and undertake statistical analysis of the results;
- (m) establish a baseline and data collection and analysis methodology; and
- (n) recommend the most effective ways of promoting road safety in Belize.

4. DURATION

4.01 It is anticipated that the services of the Consultant will be required intermittently over a four-month period.

5. REPORTING REQUIREMENTS

5.01 The Consultant(s) will submit the following reports:

- (a) Inception Report describing the approach proposed to be taken to deliver the scope of works outlined, within two weeks of the start of the consultancy.
- (b) Draft and Final Pre-project KAP Survey Report, presenting the data and results of the survey.

5.02 GOBZ and CDB will provide comments within two weeks of receipt of the report and the

consultants will adjust the ongoing work according to the comments received. Reports should be submitted in three hard copies and electronically.

6. IMPLEMENTATION ARRANGEMENTS

6.01 The Project Manager, Road Safety Unit will facilitate the work of the consultant and make available all relevant documents, and will act as liaison between the consultant and GOBZ officials and stakeholders.

7. QUALIFICATIONS AND EXPERIENCE

7.01 The consultancy team should have expertise in, but not be limited to, the following areas:

- (a) University Degree in Statistics, Sociology or related field;
- (b) Experience in quantitative and qualitative data collection and analysis;
- (c) Social psychology and previous experience in measuring behavior change, social and gendered norms and masculinities would be an asset;
- (d) Previous experience in conducting gender analysis and analyzing data from gender perspective is an asset; and
- (e) Excellent communication skills including research, writing, editing and presentation skills would be an asset.