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Sindh
Mass Transit
Authority

REQUEST FOR EXPRESSIONS OF INTEREST

**PROCUREMENT OF ITS SPECIALIST (INDIVIDUAL CONSULTANT)**

Name of Country: Islamic Republic of Pakistan
Name of Project: Karachi Mobility Project- Yellow Line Corridor (BRT)
Loan No: IBRD-8995-PK
Client: Sindh Mass Transit Authority (SMTA), Government of Sindh

The Islamic Republic of Pakistan has received financing from the World Bank toward the cost of the Karachi Mobility Project- Yellow Line Corridor (BRT) [the Project], and intends to apply part of the proceeds for consulting services for

Position:	Hiring of ITS Specialist under Karachi Mobility Project (One Position) Reference No. PK-SMTA-561060-CS-INDV
Qualification:	- Bachelor's / Master's degree in Electrical Engineering, Electronics Engineering, Telecommunications Engineering, Computer Engineering, Transport Engineering, Systems Engineering, Automotive Engineering or related field. - Master's degree will be preferred.
Experience:	- Minimum 8-10 years of relevant experience in ITS and BRT projects. - Experience in planning, implementation, coordination, or management of ITS systems. - Experience with BRT operational systems and integration activities. - Familiarity with systems such as AFC, AVM, OCC, Passenger Information Systems, communications systems, or surveillance systems. - Experience coordinating among consultants, contractors, and stakeholders. - Experience on projects financed by international financing institutions (World Bank, ADB, etc.) will be preferred.

The Project Management Team, Karachi Mobility Project, Sindh Mass Transit Authority, Government of Sindh now invites eligible individual consultant ("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 Consultant will require to submit the deliverables as per the structured framework given in TORs. The detailed scope of work (TORs) for the Consultancy Services **Hiring of ITS Specialist under Karachi Mobility Project** from <https://kmp.gos.pk/procurement/> OR may be obtained from the address given below.

The attention of interested consultants is drawn to Section III, paragraphs, 3.14 [Conflict of Interest], 3.16, and 3.17 [Consulting Services] of the World Bank's "Procurement Regulations for IPF Borrowers" July 2016, Revised November 2017, August 2018, November 2020 and September 2023 ("Procurement Regulations"), setting forth the World Bank's policy on conflict of interest.

Consultant will be selected in accordance with the **Individual Consultant Selection** method set out in the World Bank Procurement Regulations.

Further information can be obtained at the address below during office hours [0900 to 1700 hours].

Expressions of interest must be delivered in a written form to the address below in person, or courier or by email on or before **August 31st, 2026**.

Office of the Project Director, Karachi Mobility Project [KMP]
Sindh Mass Transit Authority [SMTA]
Transport & Mass Transit Department, Government of Sindh
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TERMS OF REFERENCE (TOR)

ITS Specialist

Yellow Line Bus Rapid Transit (BRT)

Karachi, Sindh Province, Pakistan

Client

Sindh Mass Transit Authority (SMTA)
Government of Sindh

Project

Karachi Mobility Project (KMP)

Financed by

the World Bank

Date

May 2026

Version

Draft-1

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1. Background:

The Government of Sindh, through the Sindh Mass Transit Authority (SMTA), is implementing the **Yellow Line Bus Rapid Transit (BRT) Corridor** in Karachi under the **Karachi Mobility Project (KMP)** with support from the **World Bank**. The project aims to improve mobility, accessibility, and safety along key urban corridors through the development of a modern and integrated public transport system. The Yellow Line BRT is envisioned as a high-capacity mass transit system that will contribute toward sustainable urban mobility and improved transport services across Karachi.

The Yellow Line BRT forms a key component of Karachi’s planned BRT network and is intended to operate as an integrated element of the city’s evolving public transport ecosystem. The corridor is expected to interface with existing, ongoing, and future mass transit systems, including Green Line, Orange Line, Red Line, and other planned BRT corridors. As Karachi’s transit network expands, the need for operational interoperability and coordinated system management across corridors is becoming increasingly important.

To support efficient operations and seamless passenger experience, the project requires the deployment and integration of **Intelligent Transport Systems (ITS)** comprising technologies and systems such as **Automated Fare Collection (AFC), Automated Vehicle Monitoring (AVM), Passenger Information Systems (PIS), CCTV and surveillance systems, depot systems, communication infrastructure, and Operations Command and Control Centre (OCC) integration**. These systems are expected to support operational efficiency, service reliability, centralized monitoring, and integrated transport management across the BRT network.

Given the multi-stakeholder and multi-system nature of ITS implementation, effective technical coordination will be required among SMTA, the PMC ITS Expert, ongoing and future consultants, contractors, and system vendors. Coordination will also be required to ensure compatibility with existing systems, implementation sequencing, interface management, and integration requirements throughout project development and implementation stages.

Accordingly, SMTA intends to engage an **ITS Specialist** to provide technical coordination and implementation support for ITS-related activities under Yellow Line BRT. The Specialist will support coordination with the PMC ITS Expert and future ITS consultants and vendors and facilitate implementation, review, integration, and operational readiness activities throughout the project lifecycle.

2. Project Description:

The Project Development Objective (PDO) is to improve mobility, accessibility, and safety along selected corridors in Karachi. The delivery of the Project is designed around a mix of publicly procured contracts needed to deliver the Project infrastructure and consultancies. It also includes a Public-Private Partnership (PPP) contract for the operation of the BRT system over a 10-year concession period, whereby a private operator will finance, procure, supply,

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operate, and maintain various goods and systems. Based on the financial analysis, and to minimize the operating subsidy, it was agreed that the Project would support the concession via a working capital subsidy. The Project components consist of activities of different natures and scales including infrastructure detailed design and construction supervision, procurement of various consulting services, rolling stock and ITS equipment, construction contracts, capacity building, and stakeholder engagement as well as safeguards and media strategies.

The Project consists of the following three components:

Component I: Urban Road Infrastructure - Yellow Corridor

- a) Rehabilitating or reconstructing road infrastructure (including improving and shifting related utilities such as street lighting, sewer/water supply, drainage, oil pipeline), bridges, and non-motorized transport facilities (such as motorcycle lanes, footpaths, and pedestrian crossing) along the Yellow Corridor and its direct and feeder service routes
- b) Implementing environmental and social recommendations and mitigation measures before and during construction
- c) Carrying out detailed designs, construction supervision activities and third-party monitoring;

Component II: The Development and Operationalization of a BRT System

- a) Constructing and equipping bus rapid transit facilities (including segregated bus ways, interchange facilities, stations, terminals, and depots) along the Yellow Corridor
- b) Providing working capital subsidy for the concession of the BRT operation for the Yellow Corridor
- c) Implementing social management and impact mitigation measures including the labor redeployment for the affected existing bus operators such as drivers, conductors, and route managers
- d) Implementing and monitoring the SMP including its actions to mitigate gender-based violence and actions to improve women’s mobility and economic participation options;
- e) Designing a transit-oriented development strategy for the Yellow Corridor
- f) Providing PPP transaction advisory services for BRT operation concession
- g) Carrying out a program of regular engagement with key stakeholders; and implementing a public relations and media strategy to generate support for and disseminate information on the bus rapid transit system;

Component III: Capacity Building and Technical Assistance

- a) Supporting project management and providing technical assistance for the implementation of social measures
- b) Provision of technical assistance in traffic management and road safety
- c) Supporting the regional transport authorities in automating the management and monitoring of bus route permits
- d) Carrying out capacity-building activities to strengthen SMTA and support the consolidation and improvement of the management of the urban transport sector in Karachi.

2.1 BRT Yellow Corridor:

The Yellow Corridor, constituting an integral part of the planned Karachi Mass Transit System (KMTS), spans approximately 21 km from Dawood Chowrangi to Numaish (Figure 2-1) comprising seven segments (Table 2-1) which include two Depots (near Dawood Chowrangi and Christian Colony near Indus Hospital), Bus Stations and Off-Corridor Routes, this corridor envisages a transformative mobility solution for Karachi. Its strategic significance lies in addressing urban mobility challenges, ensuring accessibility, and enhancing safety for over 700,000 individuals, particularly those within the Korangi industrial area.

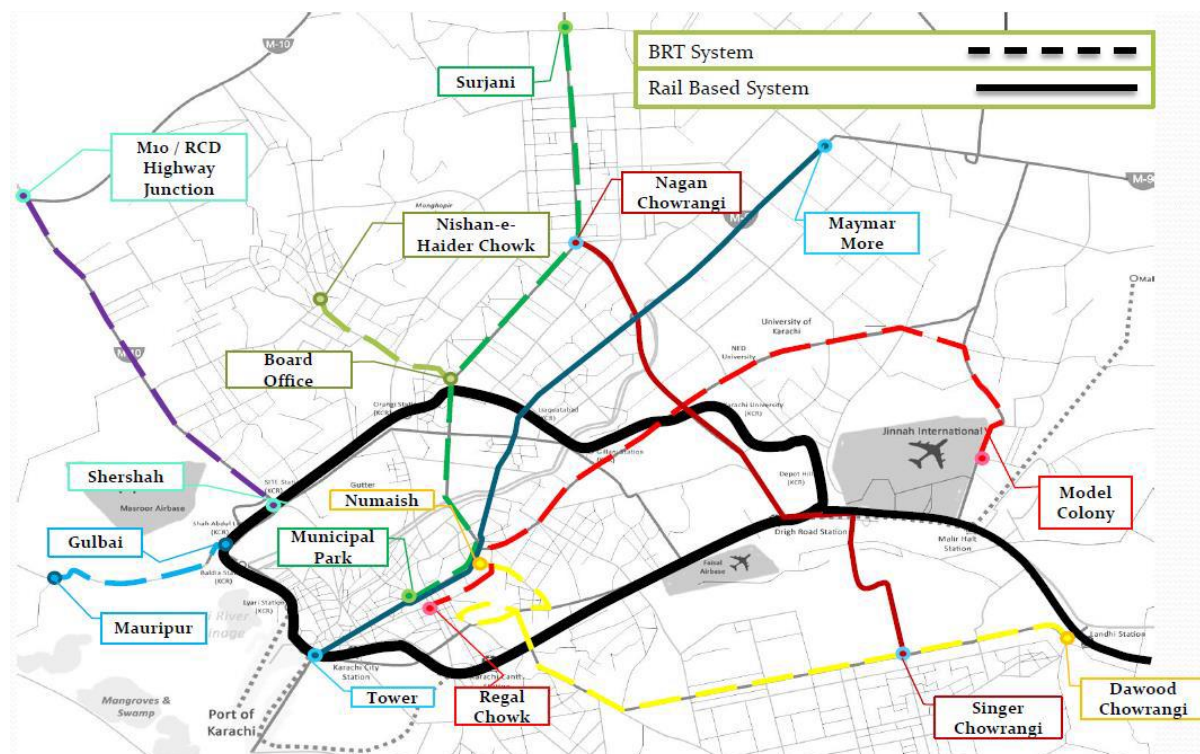


Figure 2-1: Planned Mass Transit Corridors

Table 2-1: Yellow Corridor Segments

Segment		Length [KM]
0	Dawood Chowrangi - from bus depot entrance to Dawood Chowrangi	0.3
1	Future Colony - from Dawood Chowrangi terminal to Mansehra Colony	1.15
2	8000 Road - from Mansehra Colony to Malir River bridge (Jam Sadiq)	10.65
3	Malir River bridge (Jam Sadiq)	1.1
4	KPT interchange	0.85
5	Korangi Road - from KPT Interchange to Sharah-e-Faisal Interchange	3.9
6	Shahrah-e-Faisal - from Shahrah-e-Faisal Interchange to Shahrah-e-Quaideen	1.65
7	Shahrah-e-Quaideen - from Shahrah-e-Faisal to M.A. Jinnah Road	1.4
Total		21

Strategically project is divided into five infrastructure works packages, the Yellow Corridor's development encompasses various segments, from roadworks to bridge construction as illustrated in figure 2-2. The planned improvements and enhancements are poised to alleviate road congestion, optimize traffic management, and address the immediate needs of the communities within its reach. This comprehensive endeavor envisions a modernized urban transportation system that aligns with the Karachi Mobility Project's overarching goals.



Figure 2-2: Yellow Corridor Segment

The PMT has already undertaken the procurement of consulting services to provide Detailed Design, Procurement Support, and Construction Supervision services. This consultant is preparing a detailed design based on the available preliminary design results and recommendations, will finalize the safeguard documents, will prepare the bidding documents for construction contracts (including the Employer's requirements for a 1.1 km long bridge to be undertaken in the EPC mode), provide necessary technical and logistics support during the procurement process of construction works, supervise the construction works, implement the BIM and provide capacity building sessions to the Client. It may be noted that the capacity building and skill development services/training required in these TORs will be different from those included in the above-mentioned contract.

All procurement activities under the KMP will be made using the WB Procurement Regulations for IPF Borrowers for Goods, Works, Non-Consulting and Consulting Services (July 2016; revised November 2017 and August 2018). Based on the Yellow BRT Corridor segments and the complexity of the operations during the construction phase, the summary of anticipated procurement packages is provided in Table 2-2 below. Currently, Package 1: Construction of Depots (Lot-I: Depot # 1 & Lot-II: Depot # 2), and Package 4: 1 km long bridge (segment 3) have already been awarded and are under implementation. The Package 4: Construction of New Jam Sadiq Bridge (Currently known as Taj Haider Bridge) has been substantially completed and opened for public traffic since 29th October 2025. The Package 3A: Road Corridor & BRT Infrastructure, Yellow Corridor has been tendered out and under bid evaluation. The designs and bidding documents for Package 3A: Road Corridor & BRT Infrastructure, Yellow Corridor has been finalized and submitted to the Bank for no-objection. The design and bidding documents for Package 5: Road Corridor & BRT Infrastructure-Yellow Corridor is being finalized.

Table 2-2: Yellow Corridor Infrastructure Works Packages

Works package	Priority
Package 1: Lot I (Construction of Depot 1), Lot II (Construction of Depot 2)	I
Package 3: Road corridor & BRT infrastructure (segments 0, 1 and 2)	I
Package 4: Construction of New Jam Sadiq Bridge 1.1 km long (Segment 3)	I
Package 5: Road corridor & BRT infrastructure (segments 4, 5, 6 and 7)	II
Package 6: Off-corridor improvements	II

Apart from the above-mentioned construction contracts, there are contracts related to the procurement of rolling stock, ITS equipment, and operationalization of the BRT corridor in all aspects to be undertaken as a part of the Project. Additionally, there are contracts related to various consultancies (transit-orient demand strategy, stakeholder engagement, etc.) to be undertaken over time as a part of the Project.

Furthermore, independent consulting firms will be hired as Third-Party Monitoring Agent (TPMA) and Project Management Consultant (PMC) to provide a monitoring layer to ensure that the Bank’s funds executed by the implementing agency (i.e., SMTA) are utilized for the purposes specified in the loan agreement and provide expected results

3. Objective:

The objective of this assignment is to provide technical coordination and implementation support for Intelligent Transport Systems (ITS) under the Yellow Line BRT of Karachi Mobility Project. The ITS Specialist shall act as a focal coordination resource between SMTA/KMP, the PMC ITS Expert, and future ITS consulting firms, contractors, and system vendors to support planning, design development, procurement, implementation, integration, testing, and operational readiness activities.

The assignment shall ensure that ITS implementation remains aligned with project objectives, interoperability requirements, existing and future BRT systems in Karachi, and the long-term metropolitan transport vision.

4. Scope of Work:

The ITS Specialist shall provide technical coordination, review, advisory, and implementation support services related to Intelligent Transport Systems (ITS) under the Yellow Line BRT Project. The Specialist shall support KMP in ensuring effective coordination among the PMC ITS Expert, ITS consultants, contractors, vendors, and relevant stakeholders throughout planning, procurement, implementation, integration, testing, and operational readiness stages.

The tasks described below are indicative and not exhaustive. The ITS Specialist shall undertake all additional coordination, documentation, follow-up, technical review, and support activities reasonably required for successful implementation and integration of ITS systems under the Project.

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The ITS Specialist shall perform any additional activities and responsibilities reasonably necessary for successful implementation of the Project and related assignments, as directed by PMT/Project Director.

4.1 Coordination with PMC ITS Expert and Stakeholders:

The ITS Specialist shall act as a focal coordination resource between KMP and the PMC ITS Expert and shall support communication and coordination among all relevant stakeholders involved in ITS implementation activities.

In this regard, the Specialist shall:

- Act as focal coordination point between KMP and PMC ITS Expert;
- Facilitate technical meetings, workshops, and coordination discussions;
- Support communication among project stakeholders and implementing entities;
- Monitor progress of agreed actions and maintain implementation follow-up records;
- Prepare meeting summaries, coordination notes, and status updates as required;
- Support coordination with Trans Karachi, SMTA, operators, and other relevant agencies.

4.2 Coordination with ITS Consultants and Vendors:

The ITS Specialist shall support coordination and interface management between KMP and future ITS consultants, contractors, and system vendors.

In this regard, the Specialist shall:

- Coordinate with ITS consultants, implementation firms, and vendors.
- Support onboarding and orientation regarding project objectives and interface requirements.
- Facilitate technical information exchange and data sharing.
- Monitor submission schedules and deliverable review cycles.
- Coordinate technical comments, clarifications, and responses.
- Support interface management among various project packages and systems.

4.3 Technical Review Support:

The ITS Specialist shall provide review support for technical reports, submissions, procurement documents, and implementation documents prepared by consultants, contractors, and system vendors.

In this regard, the Specialist shall:

- Support review of reports and technical submissions.
- Review ITS technical specifications, Employer's Requirements, bidding/procurement documents, and related technical documentation to ensure consistency with project requirements and applicable standards.

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ITS Specialist for “Yellow Line BRT – Karachi, Sindh Province, Pakistan”

- Review technical submissions, including technical proposals, design submissions, method statements, shop drawings, implementation plans, and vendor deliverables.
- Review ITS integration and interoperability requirements.
- Assist in identification of technical gaps and implementation risks.
- Support review of implementation schedules and sequencing plans.
- Provide technical support during procurement processes, including preparation of technical comments, responses to bidder queries, and review of technical evaluations, as required by PMT.
- Assist in procurement-related technical coordination activities.
- Support monitoring of consultant and contractor deliverables.
- Support technical oversight during contract implementation to ensure compliance with approved specifications, contractual requirements, implementation schedules, and performance requirements.

4.4 Integration and Interface Management:

The ITS Specialist shall support the coordination, integration, and interface management of Intelligent Transport Systems (ITS) and related project components to ensure seamless interoperability, data exchange, and compatibility among all ITS subsystems throughout the design, implementation, testing, commissioning, and operational phases of the Project.

In this regard, the Specialist shall:

- Support integration activities among ITS systems.
- Coordinate interfaces between AFC, AVM, OCC, CCTV, Passenger Information Systems (PIS), communication systems, depot systems, and other related ITS platforms.
- Facilitate interoperability discussions and requirements management among ITS subsystems and relevant stakeholders.
- Support the development, review, and coordination of interface requirements, data exchange mechanisms, and system integration arrangements among ITS subsystems and external systems.
- Review and monitor interoperability requirements to ensure seamless integration and compatibility of ITS systems throughout the design, implementation, testing, commissioning, and operational phases.
- Monitor interface dependencies, implementation constraints, and integration risks affecting project delivery.
- Coordinate the resolution of cross-system interface issues involving consultants, contractors, operators, vendors, and other stakeholders.
- Support resolution of technical coordination issues.
- Support integration of ITS systems with existing, ongoing, and future BRT corridors, as well as other relevant transport systems, to facilitate seamless information exchange and coordinated operations.

4.5 OCC and Operational Coordination:

The ITS Specialist shall support coordination activities related to Operations Command and Control Centre (OCC) integration and operational requirements.

In this regard, the Specialist shall:

- Coordinate with OCC-related stakeholders;
- Support centralized operational planning discussions;
- Review operational workflows and interface requirements;
- Facilitate coordination regarding operational integration activities;
- Support preparation for operational readiness.

4.6 Testing Commissioning and Operational Readiness:

The ITS Specialist shall support the planning, coordination, monitoring, and review of testing, commissioning, system acceptance, trial operations, and operational readiness activities to ensure successful deployment of all ITS systems prior to commencement of passenger services.

In this regard, the Specialist shall:

- Support preparation, review, and coordination of testing and commissioning plans for all ITS systems.
- Coordinate testing and commissioning activities involving consultants, contractors, vendors, operators, and other relevant stakeholders.
- Support the implementation and review of system acceptance procedures and verification of compliance with technical specifications, contractual requirements, and approved acceptance criteria.
- Support trial operations and integrated testing of ITS subsystems to verify system functionality, interoperability, and operational performance.
- Monitor testing progress, track defects and outstanding issues, and coordinate follow-up actions to facilitate timely resolution.
- Track operational readiness requirements and action items necessary for commencement of passenger services.
- Support verification of operational readiness and provide technical inputs on system readiness prior to service launch.
- Support preparation of testing, commissioning, and operational readiness reports, as required by PMT.

4.7 Capacity Building and Knowledge Transfer:

The ITS Specialist shall support institutional strengthening and knowledge transfer activities under the project.

In this regard, the Specialist shall:

- Support organization of technical training sessions and workshops.
- Assist in preparation of manuals and knowledge products.
- Support institutional strengthening activities.
- Facilitate transfer of technical knowledge and lessons learned.

4.8 Risk Management:

The ITS Specialist shall support identification and management of implementation-related risks.

In this regard, the Specialist shall:

- Identify implementation and coordination risks.
- Monitor issues affecting project progress.
- Recommend mitigation measures.
- Support project readiness and risk review activities.

4.9 Project Management Support and Coordination with Ongoing Assignments:

The ITS Specialist shall provide day to day technical and coordination support to the **Project Director** and Project Management Team (PMT) and ensure alignment and continuity among ongoing and future consultancy assignments under KMP.

In this regard, the Specialist shall:

- Support the PMT in planning, coordination, implementation, monitoring, and follow up of ITS related activities under the Project.
- Coordinate and maintain alignment with ongoing and future consultancy assignments under KMP, including but not limited to **PMC, PPP Transaction Advisory, JV, design consultants, supervision consultants, and other relevant assignments.**
- Review and utilize relevant outputs, reports, and recommendations from parallel assignments to ensure consistency and avoid duplication of work.
- Support coordination among consultants, contractors, stakeholders, and implementing agencies where interfaces with ITS activities exist.
- Provide technical inputs, briefing materials, presentations, status updates, and other support documents as requested by PMT.
- Assist PMT in tracking key actions, implementation milestones, and follow-up requirements related to ITS activities.
- Support any additional tasks reasonably related to the assignment as may be assigned by the **Project Director (PD)** for successful implementation of the Project.

4.10 BRT Network Integration and Technical Oversight

The ITS Specialist shall support ITS integration and interoperability requirements across the BRT network and provide technical oversight during project preparation and implementation activities.

In this regard, the Specialist shall:

- Review ITS architecture and integration requirements with existing, ongoing, and future BRT corridors;

- Support development and assessment of BRT network integration strategies and interoperability requirements;
- Review and provide technical inputs on project documentation during project preparation, transaction advisory, procurement, and implementation stages;
- Support technical vetting of reports, technical submissions, specifications, and implementation documents;
- Review integration requirements associated with AFC, AVM, OCC, CCTV, Passenger Information Systems, and related ITS systems;
- Coordinate with stakeholders to ensure consistency and compatibility across project components.

4.11 ITS Implementation Oversight, Testing and Commissioning Support:

The ITS Specialist shall support implementation monitoring and oversight of ITS systems throughout deployment, testing, and commissioning stages.

In this regard, the Specialist shall:

- Support review and monitoring of ITS installation activities;
- Coordinate testing and commissioning activities jointly with consultants and implementation teams;
- Support review of testing protocols, system acceptance procedures, and implementation schedules;
- Track implementation progress and identify technical or interface issues;
- Support monitoring and resolution of defects and implementation constraints;
- Coordinate follow-up actions related to operational readiness and system deployment.

4.12 Service Performance and System Maintenance Coordination

The ITS Specialist shall support monitoring of service performance obligations and system maintenance activities.

In this regard, the Specialist shall:

- Support monitoring of Service Level Agreement (SLA) requirements where applicable;
- Coordinate follow-up on maintenance issues and system performance concerns;
- Support monitoring of maintenance activities related to CCTV systems, AFC systems, OCC platforms, communication systems, and associated ITS infrastructure;
- Assist in identification and escalation of recurring operational issues;
- Support coordination with relevant consultants, operators, and vendors regarding maintenance and system performance matters.

5. Qualification Requirements

5.1 Education:

- Bachelor’s / Master’s degree in Electrical Engineering, Electronics Engineering, Telecommunications Engineering, Computer Engineering, Transport Engineering, Systems Engineering, Automotive Engineering or related field.
- Master’s degree will be preferred.

5.2 Professional Experience

- Minimum **8–10 years** of relevant experience in ITS and BRT projects.
- Experience in planning, implementation, coordination, or management of ITS systems.
- Experience with BRT operational systems and integration activities.
- Familiarity with systems such as AFC, AVM, OCC, Passenger Information Systems, communications systems, or surveillance systems.
- Experience coordinating among consultants, contractors, and stakeholders.
- Experience on projects financed by international financing institutions (World Bank, ADB, etc.) will be preferred.

4.1 Skills

- Strong coordination and stakeholder management abilities
- Excellent report writing and communication skills
- Familiarity with procurement and project implementation processes
- Ability to work with multidisciplinary teams