

Support to Dialogue for Transport Resiliency

Background and justification: According to Germanwatch, in the timeframe 1997-2016, four countries in Central America and the Caribbean are amongst the ten countries in the world most affected by climate risks (Honduras, Haiti, Nicaragua and Dominican Republic), three are in the top five (Honduras, Haiti and Nicaragua). Studies looking at the short-term effects of storms in Central America found that major hurricanes decrease GDP growth by roughly 3-4% in up to 12 months after a hurricane strike. And small states are particularly affected, with an average annual GDP loss from natural disasters and climate change of 16% in Latin America and the Caribbean and 11% of the population affected (vs. 2.5% GDP loss and 1% of population affected for larger countries).

The transport sector is particularly exposed and vulnerable to the impacts of natural disasters, and climate change is expected to exacerbate future risks. Damaged transport assets, as infrastructure structural integrity, operational capacity and control systems, represent a sizable portion of economic losses from natural disasters. On the other hand, transport sector plays a key role in ensuring the resilience of population and economies facing extreme weather events including climate change impacts, and resilient transport interventions and policies can significantly reduce future losses in assets and well-being.

Countries have an approach for responding to emergencies, however it is usually not structured and its usually fragmented in different institutions and organizations, on the other side, the problem of climate change and the occurrence of extreme weather events is not seen prospectively. It was noted that ex ante actions include having institutional capacity to anticipate the problem, to recover from disasters and to build a better infrastructure that is prone to face these new events. Countries participants and experts agreed that to make that happen will require inter-institutional collaboration, better capacity building and institutional strengthening.

Building resilience might be costly and are challenging specially for small economies facing already fiscal constraints, like the Caribbean Islands. There is a need of to establish measures and methods to prioritize and target investment to reduce the likelihood of negative impacts. That in many cases will require use of sophisticated tools that make the link between the technical perspective of infrastructure projects and the financial perspective based on the economic impact the damages can cause, so policymakers can have evidences to prioritize public investments.

To face this situation, the IDB through the RG-T3413 Technical Cooperation (TC) is supporting the implementation of adaptation measures to improve resilience of the transportation systems in the Caribbean and Central America sub-region, which activities include to improve the capacity of public agencies involved in planning, designing, building and maintaining the transport infrastructure and its related services.

To accomplish the expected results, the consultancy should develop a document that identify needs and opportunities, establishing priorities and defining a roadmap to improve knowledges in climate resilience in the transport infrastructure sector in Caribbean and Central American sub-region. The consultancy also will support to organize a sub-regional forum, to present and validate the product with the beneficiary's countries of the TC.

Scope of Services

The consulting must realize the following tasks:

- Task 1
A country-note that identify the specific needs and feasibility conditions, based on an analysis of the state-of-play.
- Task 2
A synthesis report based on lessons learned in climate resilience in the transport infrastructure sector in Caribbean and Central American sub-region.
- Task 3
To organize a sub-regional forum in a benefited Caribbean country, to present and to validate the documents developed on tasks 1 and 2.

All products must be presented in English and Spanish on electronic media and must be submitted for approval by the IDB. All the forms and files that make up the project must be delivered in an editable format, that is, that allows the modification of the information, in Microsoft Office format, and, when applicable, in geo-referenced data formats for Google Earth and GIS Software's.

When it comes to spreadsheets, graphics etc. they must be delivered to the contracting party with all the information, including formulas and data of the fund, necessary for the simulation of other scenarios or contexts. No data may be hidden. The spreadsheets may not contain macros or functions that do not exist or are not covered by the file formats defined in this document. All information contained in the reports, forms and other documents must be traceable and have their sources identified, in order to allow the reproduction of the calculations and information presented.

The final version of each product, defined as that which received the acceptance, must go through the analysis of a language professional, in order to leave its presentation in accordance with the degree of requirement common to government publications.

Expected Outcome and Deliverables

The contractual must deliver the following products:

- a) Product 1: Action plan;
- b) Product 2: Preliminary report of Task 1;
- c) Product 3: Preliminary report of Task 2;
- d) Product 4: Preliminary report of all the activities developed to organize the subnational forum;
- e) Product 5: Final report containing all the activities requested in Task 1;
- f) Product 6: Final report containing all the activities requested in Task 2;
- g) Product 7: Presentation and a knowledge documents with an executive document that present the debated themes and results of the subnational forum;
- h) Product 8: Final report containing all the activities developed to organize the subnational forum;

- i) Product 9: A final report that consolidate the products 5, 6, 7 and 8.

It is expected four trips to a Caribbean and Central America benefited countries.

Project Schedule and Milestones

The payments of the products will be made according to the following deliverables schedule:

	Percentage of payment	Estimated term for payment
i.	5% after the presentation and approval of Product 1	up to 15 days after signing the contract
ii.	15% after the presentation and approval of Product 2	up to 60 days after signing the contract
iii.	15% after the presentation and approval of Product 3	up to 150 days after signing the contract
iv.	15% after the presentation and approval of Product 4	up to 60 days after signing the contract
v.	15% after the presentation and approval of Product 5	up to 150 days after signing the contract
vi.	15% after the presentation and approval of Product 6	up to 210 days after signing the contract
vii.	10% after the presentation and approval of Product 7	up to 180 days after signing the contract
viii.	10% after the presentation and approval of Product 8	up to 210 days after signing the contract
ix.	10% after the presentation and approval of Product 9	up to 270 days after signing the contract

All trips expenses must be included in the contract amount.

General and technical competences

To fulfill the objectives of this contract, the legal entity must have the following qualifications:

- a) For-profit or non-profit company with a minimum of 10 years of experience in sustainable development, combating climate change, and environmental governance.
- b) Demonstrated both empirical and field experience.
- c) Experience and demonstrated knowledge of the themes and context in the Caribbean and Central America subregion.
- d) Minimum team must be a general coordinator with master's degree in a related field and a minimum of 10 years of experience with sustainable development projects and at least two technicians with forestry or related field training, who have a minimum of 5 years of experience in research and development projects and solutions for environmental sustainability in Caribbean and Central American subregion.

Opportunity summary

- **Type of contract and modality:** Contractual of Products and External Services, Lump sum.
- **Duration of the contract:** 9 months.
- **Starting date:** October 15, 2019.
- **Location:** External consulting.
- **Person in charge:** Reinaldo Fioravanti (reinaldof@iadb.org) and Benoit Lefevre (benoitl@iadb.org).
- **Requirement:** The contractual must from one of the 48 member countries of the IDB.

Our culture: Working with us, you will be surrounded by a diverse group of experts in all types of development fields, including transportation, health, gender and diversity, communications and more.

About us: At the Inter-American Development Bank, we are dedicated to improving lives. Since 1959, we have been an important source of long-term financing for economic, social and institutional development in Latin America and the Caribbean. However, we do more than lend. We partner with our 48 member countries to provide Latin America and the Caribbean with state-of-the-art research on relevant development issues, policy advice to inform their decisions, and technical assistance to improve project planning and execution. For this, we need people who not only have the right skills, but who are also passionate about improving lives.

Support to Prepare Knowledge Material of a Dialogue for Transport Resiliency

Background and justification: According to Germanwatch, in the timeframe 1997-2016, four countries in Central America and the Caribbean are amongst the ten countries in the world most affected by climate risks (Honduras, Haiti, Nicaragua and Dominican Republic), three are in the top five (Honduras, Haiti and Nicaragua). Studies looking at the short-term effects of storms in Central America found that major hurricanes decrease GDP growth by roughly 3-4% in up to 12 months after a hurricane strike. And small states are particularly affected, with an average annual GDP loss from natural disasters and climate change of 16% in Latin America and the Caribbean and 11% of the population affected (vs. 2.5% GDP loss and 1% of population affected for larger countries).

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Countries have an approach for responding to emergencies, however it is usually not structured and its usually fragmented in different institutions and organizations, on the other side, the problem of climate change and the occurrence of extreme weather events is not seen prospectively. It was noted that ex ante actions include having institutional capacity to anticipate the problem, to recover from disasters and to build a better infrastructure that is prone to face these new events. Countries participants and experts agreed that to make that happen will require inter-institutional collaboration, better capacity building and institutional strengthening.

Building resilience might be costly and are challenging specially for small economies facing already fiscal constraints, like the Caribbean Islands. There is a need of to establish measures and methods to prioritize and target investment to reduce the likelihood of negative impacts. That in many cases will require use of sophisticated tools that make the link between the technical perspective of infrastructure projects and the financial perspective based on the economic impact the damages can cause, so policymakers can have evidences to prioritize public investments.

To face this situation, the IDB through the RG-T3413 Technical Cooperation (TC) is supporting the implementation of adaptation measures to improve resilience of the transportation systems in the Caribbean and Central America sub-region, which activities include to improve the capacity of public agencies involved in planning, designing, building and maintaining the transport infrastructure and its related services.

To accomplish the expected results, the consultancy should support to prepare communication materials, for print and digital medias, to foster the dialogue to address the climate resilience and gender in transport infrastructure.

Scope of Services

The consulting must realize the following tasks:

- Task 1

To consolidate a technical note with the results of the engagement preparation dialogue developed by the Bank with the beneficiary.

- Task 2

To prepare unless 10 presentations and 10 infographics to support the disclosure the results of the of the engagement preparation activities developed by the Bank.

All products must be presented in English and Spanish on electronic media and must be submitted for approval by the IDB. All the forms and files that make up the project must be delivered in an editable format, that is, that allows the modification of the information, in Microsoft Office format, and, when applicable, in geo-referenced data formats for Google Earth and GIS Software's.

When it comes to spreadsheets, graphics etc. they must be delivered to the contracting party with all the information, including formulas and data of the fund, necessary for the simulation of other scenarios or contexts. No data may be hidden. The spreadsheets may not contain macros or functions that do not exist or are not covered by the file formats defined in this document. All information contained in the reports, forms and other documents must be traceable and have their sources identified, in order to allow the reproduction of the calculations and information presented.

Expected Outcome and Deliverables

The contractual must deliver the following products:

- a) Product 1: Action plan;
- b) Product 2: Preliminary report of Task 1;
- c) Product 3: Final version of 10 presentations;
- d) Product 4: Final report of Task 1;
- e) Product 5: Final version 10 infographics;

Project Schedule and Milestones

The payments of the products will be made according to the following deliverables schedule:

	Percentage of payment	Estimated term for payment
x.	10% after the presentation and approval of Product 1	up to 15 days after signing the contract
xi.	25% after the presentation and approval of Product 2	up to 90 days after signing the contract
xii.	20% after the presentation and approval of Product 3	up to 150 days after signing the contract
xiii.	25% after the presentation and approval of Product 4	up to 180 days after signing the contract
xiv.	20% after the presentation and approval of Product 5	up to 270 days after signing the contract

General and technical competences

To fulfill the objectives of this contract, the contractual must have the following qualifications:

- a) The contractual must have a master's degree and at least 5 years of experience preparing newsletters, journals, infographics, and technical presentations.
- b) Experience and demonstrated knowledge of the themes and context of climate change and or transportation in the Caribbean subregion.
- c) The contractual must have fluency in English and Spanish. Knowledge in French and Portuguese is a plus.
- d) The contractual must have the ability to write clearly and concisely, meeting deadlines and established goals; coordinate with different multidisciplinary teams.

Opportunity summary

- **Type of contract and modality:** Contractual of Products and External Services, Lump sum.
- **Duration of the contract:** 9 months.
- **Starting date:** July 01, 2020.
- **Location:** External consulting.
- **Person in charge:** Reinaldo Fioravanti (reinaldof@iadb.org) and Benoit Lefevre (benoitl@iadb.org).
- **Requirement:** You must be a citizen of one of the 48 member countries of the IDB and not have family members who are currently working in the IDB Group.

Our culture: Working with us, you will be surrounded by a diverse group of experts in all types of development fields, including transportation, health, gender and diversity, communications and more.

About us: At the Inter-American Development Bank, we are dedicated to improving lives. Since 1959, we have been an important source of long-term financing for economic, social and institutional development in Latin America and the Caribbean. However, we do more than lend. We partner with our 48 member countries to provide Latin America and the Caribbean with state-of-the-art research on relevant development issues, policy advice to inform their decisions, and technical assistance to improve project planning and execution. For this, we need people who not only have the right skills, but who are also passionate about improving lives.

Payment and conditions: The compensation will be determined according to the policies and procedures of the Bank. The Bank, in accordance with applicable policies, may contribute to travel and moving expenses. Additionally, candidates must be citizens of one of the IDB member countries.

Consanguinity: In accordance with the Bank's applicable policy, candidates with relatives (including fourth degree of consanguinity and second degree of affinity, including spouse) who work for the IDB, IDB Invest, or MIF as an official or contractual member of the

complementary contractual force, will not be eligible to provide services to the Bank.

Diversity: The Bank is committed to diversity and inclusion and equal opportunities for all candidates. We embrace diversity based on gender, age, education, national origin, ethnicity, race, disability, sexual orientation, and religion. We encourage to apply to women, people of African descent and people of indigenous origin.

Support to Strengthening Transport Resiliency Considering the Climate Change Resilience with a Methodology for Integrate Climate Risk

Background and justification: According to Germanwatch, in the timeframe 1997-2016, four countries in Central America and the Caribbean are amongst the ten countries in the world most affected by climate risks (Honduras, Haiti, Nicaragua and Dominican Republic), three are in the top five (Honduras, Haiti and Nicaragua). Small states are particularly affected, with an average annual GDP loss from natural disasters and climate change of 16% in Latin America and the Caribbean and 11% of the population affected (vs. 2.5% GDP loss and 1% of population affected for larger countries).

The transport sector is particularly exposed and vulnerable to the impacts of natural disasters, and climate change is expected to exacerbate future risks. Damaged transport assets, as infrastructure structural integrity, operational capacity and control systems, represent a sizable portion of economic losses from natural disasters. On the others hand, transport sector plays a key role in ensuring the resilience of population and economies facing extreme weather events including climate change impacts, and resilient transport interventions and policies can significantly reduce future losses in assets and well-being.

Countries have an approach for responding to emergencies, however it is usually not structured and its usually fragmented in different institutions and organizations, on the other side, the problem of climate change and the occurrence of extreme weather events is not seen prospectively. It was noted that ex ante actions include having institutional capacity to anticipate the problem, to recover from disasters and to build a better infrastructure that is prone to face these new events. Countries participants and experts agreed that to make that happen will require inter-institutional collaboration, better capacity building and institutional strengthening.

Building resilience might be costly and are challenging specially for small economies facing already fiscal constraints, like the Caribbean Islands. There is a need of to establish measures and methods to prioritize and target investment to reduce the likelihood of negative impacts. That in many cases will require use of sophisticated tools that make the link between the technical perspective of infrastructure projects and the financial perspective based on the economic impact the damages can cause, so policymakers can have evidences to prioritize public investments.

To face this situation, the IDB through the RG-T3413 Technical Cooperation (TC) is supporting the implementation of adaptation measures to improve resilience of the transportation systems in the Caribbean and Central America sub-region, which activities include to improve the capacity of public agencies involved in planning, designing, building and maintaining the transport infrastructure and its related services.

To accomplish the expected results, it is expected that the consultancy deploy proven methodologies for integration of natural disaster and climate risk at both (i) the infrastructure level to incorporate resilience in pre-investment studies for transportation projects financed by the Bank (Disaster Risk Assessment); and (ii) the network level to identify critical vulnerability and prioritize investments identifying economic return on investments (Blue Spot Analysis and other Decision Making under Deep Uncertainty [DMDU] approaches).

Scope of Services

The consulting must realize the following task:

- Task 1

To deploy proven methodologies and tools for integration of natural disaster and climate risk at: (i) the infrastructure level to incorporate resilience in pre-investment studies for transportation projects financed by the Bank (Disaster Risk Assessment); and (ii) the network level to identify critical vulnerability and prioritize investments identifying economic return on investments (Blue Spot Analysis and other Decision Making under Deep Uncertainty [DMDU] approaches.

All products must be presented in English and Spanish on electronic media and must be submitted for approval by the IDB. All the forms and files that make up the project must be delivered in an editable format, that is, that allows the modification of the information, in Microsoft Office format, and, when applicable, in geo-referenced data formats.

When it comes to spreadsheets, graphics etc. they must be delivered to the contracting party with all the information, including formulas and data of the fund, necessary for the simulation of other scenarios or contexts. No data may be hidden. The spreadsheets may not contain macros or functions that do not exist or are not covered by the file formats defined in this document. All information contained in the reports, forms and other documents must be traceable and have their sources identified, in order to allow the reproduction of the calculations and information presented.

The final version of each product, defined as that which received the acceptance, must go through the analysis of a language professional, in order to leave its presentation in accordance with the degree of requirement common to government publications.

Expected Outcome and Deliverables

The contractual must deliver the following products:

- a) Product 1: Action plan;
- b) Product 2: Preliminary report of Task 1;
- c) Product 3: Final report containing all the activities requested in Task 1.

Project Schedule and Milestones

The payments of the products will be made according to the following deliverables:

	Percentage of payment	Estimated term for payment
i.	10% after the presentation and approval of Product 1	up to 30 days after signing the contract
ii.	40% after the presentation and approval of Product 2	up to 180 days after signing the contract
iii.	50% after the presentation and approval of Product 3	up to 720 days after signing the contract

It is expected two trips to a benefited country. All trips expenses must be included in the contract amount.

General and technical competences

To fulfill the objectives of this contract, the consultancy must have the following qualifications:

- a) For-profit or non-profit company with a minimum of 10 years of experience in sustainable development, combating climate change, and environmental governance.
- b) Demonstrated both empirical and field experience.
- c) Experience and demonstrated knowledge of the themes and context in the Caribbean and Central America subregion.
- d) Minimum team must be a general coordinator with master's degree in a related field and a minimum of 10 years of experience with sustainable development projects and at least two technicians with forestry or related field training, who have a minimum of 5 years of experience in research and development projects and solutions for environmental sustainability in Caribbean and Central American subregion.
- e) Fluency in English and Spanish.
- f) Ability to write clearly and concisely, meeting deadlines and established goals; coordinate with different multidisciplinary teams.

Opportunity summary

- **Type of contract and modality:** Contractual of Products and External Services, Lump Sum.
- **Duration of the contract:** 24 months.
- **Starting date:** April 15, 2020.
- **Location:** External consulting.
- **Person in charge:** Reinaldo Fioravanti (reinaldof@iadb.org) and Benoit Lefevre (benoitl@iadb.org).
- **Requirement:** You must be a citizen of one of the 48 member countries of the IDB and not have family members who are currently working in the IDB Group.

Our culture: Working with us, you will be surrounded by a diverse group of experts in all types of development fields, including transportation, health, gender and diversity, communications and more.

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Payment and Conditions: The compensation will be determined according to the policies and procedures of the Bank. The Bank, in accordance with applicable policies, may contribute to travel and moving expenses. Additionally, candidates must be citizens of one of the IDB member countries.

Consanguinity: In accordance with the Bank's applicable policy, candidates with relatives (including fourth degree of consanguinity and second degree of affinity, including spouse) who work for the IDB, IDB Invest, or MIF as an official or contractual member of the complementary contractual force, will not be eligible to provide services to the Bank.

Diversity: The Bank is committed to diversity and inclusion and equal opportunities for all candidates. We embrace diversity based on gender, age, education, national origin, ethnicity, race, disability, sexual orientation, and religion. We encourage to apply to women, people of African descent and people of indigenous origin.

Support with Trainings to Improve Technical Capacity for Strengthening Transport and Climate Change Resiliency

Background and justification: According to Germanwatch, in the timeframe 1997-2016, four countries in Central America and the Caribbean are amongst the ten countries in the world most affected by climate risks (Honduras, Haiti, Nicaragua and Dominican Republic), three are in the top five (Honduras, Haiti and Nicaragua). Small states are particularly affected, with an average annual GDP loss from natural disasters and climate change of 16% in Latin America and the Caribbean and 11% of the population affected (vs. 2.5% GDP loss and 1% of population affected for larger countries).

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Countries have an approach for responding to emergencies, however it is usually not structured and its usually fragmented in different institutions and organizations, on the other side, the problem of climate change and the occurrence of extreme weather events is not seen prospectively. It was noted that ex ante actions include having institutional capacity to anticipate the problem, to recover from disasters and to build a better infrastructure that is prone to face these new events. Countries participants and experts agreed that to make that happen will require inter-institutional collaboration, better capacity building and institutional strengthening.

Building resilience might be costly and are challenging specially for small economies facing already fiscal constraints, like the Caribbean Islands. There is a need of to establish measures and methods to prioritize and target investment to reduce the likelihood of negative impacts. That in many cases will require use of sophisticated tools that make the link between the technical perspective of infrastructure projects and the financial perspective based on the economic impact the damages can cause, so policymakers can have evidences to prioritize public investments.

To face this situation, the IDB through the RG-T3413 Technical Cooperation (TC) is supporting the implementation of adaptation measures to improve resilience of the transportation systems in the Caribbean and Central America sub-region, which activities include to improve the capacity of public agencies involved in planning, designing, building and maintaining the transport infrastructure and its related services. To accomplish the expected results, it is expected that the consultancy to do the evaluation of the prefeasibility studies and technological deployment strategies developed to adopt NTIC for disaster response, including Minimum Viable Products (MVPs).

Scope of Services

The consulting must realize the following task:

- Task 1

To develop a prefeasibility studies and technological deployment strategies to adopt NTIC for disaster response, for at least two country in Caribbean and Central America sub-region, including MVPs.

The product must be presented in English and Spanish on electronic media and must be submitted for approval by the IDB. All the forms and files that make up the project must be delivered in an editable format, that is, that allows the modification of the information, in Microsoft Office format, and, when applicable, in geo-referenced data formats.

When it comes to spreadsheets, graphics etc. they must be delivered to the contracting party with all the information, including formulas and data of the fund, necessary for the simulation of other scenarios or contexts. No data may be hidden. The spreadsheets may not contain macros or functions that do not exist or are not covered by the file formats defined in this document. All information contained in the reports, forms and other documents must be traceable and have their sources identified, in order to allow the reproduction of the calculations and information presented.

Expected Outcome and Deliverables

The contractual must deliver the following products:

- a) Product 1: Action plan;
- b) Product 2: Preliminary report of Task 1;
- c) Product 3: Final report containing all the activities requested in Task 1;

Project Schedule and Milestones

The payments of the products will be made according to the following deliverables:

	Percentage of payment	Estimated term for payment
i.	10% after the presentation and approval of Product 1	up to 15 days after signing the contract
ii.	40% after the presentation and approval of Product 2	up to 180 days after signing the contract
iii.	50% after the presentation and approval of Product 3	up to 360 days after signing the contract

General and technical competences

To fulfill the objectives of this contract, the contractual must have the following qualifications:

- a) For-profit or non-profit company with a minimum of 10 years of experience in sustainable development, combating climate change, and environmental governance.
- b) Demonstrated both empirical and field experience.
- c) Experience and demonstrated knowledge of the themes and context in the Caribbean and Central America subregion.

- d) Minimum team must be a general coordinator with master's degree in a related field and a minimum of 10 years of experience with sustainable development projects and at least two technicians with forestry or related field training, who have a minimum of 5 years of experience in research and development projects and solutions for environmental sustainability in Caribbean and Central American subregion.

Opportunity summary

- **Type of contract and modality:** Contractual of Products and External Services, Lump Sum.
- **Duration of the contract:** 18 months.
- **Starting date:** April 01, 2020.
- **Location:** External consulting.
- **Person in charge:** Reinaldo Fioravanti (reinaldof@iadb.org) and Benoit Lefevre (benoitl@iadb.org).
- **Requirement:** The contractual must from one of the 48 member countries of the IDB.

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Support to Develop Prefeasibility Studies for Strengthening Transport Resiliency

Background and justification: According to Germanwatch, in the timeframe 1997-2016, four countries in Central America and the Caribbean are amongst the ten countries in the world most affected by climate risks (Honduras, Haiti, Nicaragua and Dominican Republic), three are in the top five (Honduras, Haiti and Nicaragua). Small states are particularly affected, with an average annual GDP loss from natural disasters and climate change of 16% in Latin America and the Caribbean and 11% of the population affected (vs. 2.5% GDP loss and 1% of population affected for larger countries).

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Countries have an approach for responding to emergencies, however it is usually not structured and its usually fragmented in different institutions and organizations, on the other side, the problem of climate change and the occurrence of extreme weather events is not seen prospectively. It was noted that ex ante actions include having institutional capacity to anticipate the problem, to recover from disasters and to build a better infrastructure that is prone to face these new events. Countries participants and experts agreed that to make that happen will require inter-institutional collaboration, better capacity building and institutional strengthening.

Building resilience might be costly and are challenging specially for small economies facing already fiscal constraints, like the Caribbean Islands. There is a need of to establish measures and methods to prioritize and target investment to reduce the likelihood of negative impacts. That in many cases will require use of sophisticated tools that make the link between the technical perspective of infrastructure projects and the financial perspective based on the economic impact the damages can cause, so policymakers can have evidences to prioritize public investments.

To face this situation, the IDB through the RG-T3413 Technical Cooperation (TC) is supporting the implementation of adaptation measures to improve resilience of the transportation systems in the Caribbean and Central America sub-region, which activities include to improve the capacity of public agencies involved in planning, designing, building and maintaining the transport infrastructure and its related services. To accomplish the expected results, it is expected that the consultancy support to do the evaluation of the prefeasibility studies and technological deployment strategies developed to adopt NTIC for disaster response, including Minimum Viable Products (MVPs).

Scope of Services

The consulting must realize the following tasks:

- Task 1

To do a technical review of the prefeasibility studies and technological deployment strategies to adopt NTIC for disaster response, in a Caribbean sub-region, including MVPs.

All products must be presented in English and Spanish on electronic media and must be submitted for approval by the IDB. All the forms and files that make up the project must be delivered in an editable format, that is, that allows the modification of the information, in Microsoft Office format, and, when applicable, in geo-referenced data formats.

When it comes to spreadsheets, graphics etc. they must be delivered to the contracting party with all the information, including formulas and data of the fund, necessary for the simulation of other scenarios or contexts. No data may be hidden. The spreadsheets may not contain macros or functions that do not exist or are not covered by the file formats defined in this document. All information contained in the reports, forms and other documents must be traceable and have their sources identified, in order to allow the reproduction of the calculations and information presented.

Expected Outcome and Deliverables

The contractual must deliver the following products:

- a) Product 1: Action plan;
- b) Product 2: Preliminary report of Task 1;
- c) Product 3: Final report containing all the activities requested in Task 1;

Project Schedule and Milestones

The payments of the products will be made according to the following deliverables:

	Percentage of payment	Estimated term for payment
i.	10% after the presentation and approval of Product 1	up to 15 days after signing the contract
ii.	40% after the presentation and approval of Product 2	up to 180 days after signing the contract
iii.	50% after the presentation and approval of Product 3	up to 360 days after signing the contract

General and technical competences

To fulfill the objectives of this contract, the contractual must have the following qualifications:

- a) For-profit or non-profit company with a minimum of 10 years of experience in sustainable development, combating climate change, and environmental governance.
- b) Demonstrated both empirical and field experience.
- c) Experience and demonstrated knowledge of the themes and context in the Caribbean and Central America subregion.

- d) Minimum team must be a general coordinator with master's degree in a related field and a minimum of 10 years of experience with sustainable development projects and at least two technicians with forestry or related field training, who have a minimum of 5 years of experience in research and development projects and solutions for environmental sustainability in Caribbean and Central American subregion.

Opportunity summary

- **Type of contract and modality:** Contractual of Products and External Services, Lump Sum.
- **Duration of the contract:** 12 months.
- **Starting date:** April 01, 2020.
- **Location:** External consulting.
- **Person in charge:** Reinaldo Fioravanti (reinaldof@iadb.org) and Benoit Lefevre (benoitl@iadb.org).
- **Requirement:** You must be a citizen of one of the 48 member countries of the IDB and not have family members who are currently working in the IDB Group.

Our culture: Working with us, you will be surrounded by a diverse group of experts in all types of development fields, including transportation, health, gender and diversity, communications and more.

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Support to Review of Technical Products to Strengthening Transport Resiliency Considering the Climate Change Resilience

Background and justification: According to Germanwatch, in the timeframe 1997-2016, four countries in Central America and the Caribbean are amongst the ten countries in the world most affected by climate risks (Honduras, Haiti, Nicaragua and Dominican Republic), three are in the top five (Honduras, Haiti and Nicaragua). Small states are particularly affected, with an average annual GDP loss from natural disasters and climate change of 16% in Latin America and the Caribbean and 11% of the population affected (vs. 2.5% GDP loss and 1% of population affected for larger countries).

The transport sector is particularly exposed and vulnerable to the impacts of natural disasters, and climate change is expected to exacerbate future risks. Damaged transport assets, as infrastructure structural integrity, operational capacity and control systems, represent a sizable portion of economic losses from natural disasters. On the other hand, transport sector plays a key role in ensuring the resilience of population and economies facing extreme weather events including climate change impacts, and resilient transport interventions and policies can significantly reduce future losses in assets and well-being.

Countries have an approach for responding to emergencies, however it is usually not structured and its usually fragmented in different institutions and organizations, on the other side, the problem of climate change and the occurrence of extreme weather events is not seen prospectively. It was noted that ex ante actions include having institutional capacity to anticipate the problem, to recover from disasters and to build a better infrastructure that is prone to face these new events. Countries participants and experts agreed that to make that happen will require inter-institutional collaboration, better capacity building and institutional strengthening.

Building resilience might be costly and are challenging specially for small economies facing already fiscal constraints, like the Caribbean Islands. There is a need of to establish measures and methods to prioritize and target investment to reduce the likelihood of negative impacts. That in many cases will require use of sophisticated tools that make the link between the technical perspective of infrastructure projects and the financial perspective based on the economic impact the damages can cause, so policymakers can have evidences to prioritize public investments.

To face this situation, the IDB through the RG-T3413 Technical Cooperation (TC) is supporting the implementation of adaptation measures to improve resilience of the transportation systems in the Caribbean and Central America sub-region, which activities include to improve the capacity of public agencies involved in planning, designing, building and maintaining the transport infrastructure and its related services.

To accomplish the expected results, it is expected that the consultancy deploy proven support the Bank to do the technical review of the following products: methodology for integration of natural disaster and climate risk at both, the infrastructure level to incorporate resilience in pre-investment studies for transportation projects financed by the Bank (Disaster Risk Assessment) and the network level to identify critical vulnerability and prioritize investments identifying economic return on investments (Blue Spot Analysis and other Decision Making under Deep Uncertainty [DMDU] approaches); to do the evaluation of the prefeasibility studies and technological deployment strategies developed to adopt NTIC for disaster response, including Minimum Viable Products (MVPs).

Scope of Services

The consulting must realize the following tasks:

- Task 1

To do the technical support to support to review proven methodologies and tools for integration of natural disaster and climate risk at the infrastructure level to incorporate resilience in pre-investment studies for transportation projects financed by the Bank (Disaster Risk Assessment) and the network level to identify critical vulnerability and prioritize investments identifying economic return on investments (Blue Spot Analysis and other Decision Making under Deep Uncertainty [DMDU] approaches.

- Task 2

To do the technical review of the prefeasibility studies and technological deployment strategies to adopt NTIC for disaster response, including MVPs.

All products must be presented in English and Spanish on electronic media and must be submitted for approval by the IDB. All the forms and files that make up the project must be delivered in an editable format, that is, that allows the modification of the information, in Microsoft Office format, and, when applicable, in geo-referenced data formats.

When it comes to spreadsheets, graphics etc. they must be delivered to the contracting party with all the information, including formulas and data of the fund, necessary for the simulation of other scenarios or contexts. No data may be hidden. The spreadsheets may not contain macros or functions that do not exist or are not covered by the file formats defined in this document. All information contained in the reports, forms and other documents must be traceable and have their sources identified, in order to allow the reproduction of the calculations and information presented.

Expected Outcome and Deliverables

The contractual must deliver the following products:

- a) Product 1: Action plan;
- b) Product 2: Preliminary report of Task 1;
- c) Product 3: Preliminary report of Task 2;
- d) Product 4: Final report containing all the activities requested in Task 1;
- e) Product 5: Final report containing all the activities requested in Task 2;

Project Schedule and Milestones

The payments of the products will be made according to the following deliverables:

	Percentage of payment	Estimated term for payment
i.	10% after the presentation and approval of Product 1	up to 15 days after signing the contract
ii.	20% after the presentation and approval of Product 2	up to 180 days after signing the contract
iii.	20% after the presentation and approval of Product 3	up to 360 days after signing the contract
iv.	25% after the presentation and approval of Product 4	up to 480 days after signing the contract
v.	25% after the presentation and approval of Product 5	up to 540 days after signing the contract

General and technical competences

To fulfill the objectives of this contract, the contractual must have the following qualifications:

- Post-Graduation degree in agribusiness, economics, administration, engineering, transportation, or related fields. Minimum experience of 2 years.
- Proven skills in Geographic Information Systems (GIS), climate and hydrological models and economic risk evaluation
- Demonstrated both empirical and field experience.
- Experience and demonstrated knowledge of the themes of climate change and/or transport and context in the Caribbean subregion.
- The consultancy must have fluency in English and Spanish.
- The consultancy must have the ability to write clearly and concisely, meeting deadlines and established goals; coordinate with different multidisciplinary teams.

Opportunity summary

- Type of contract and modality:** Contractual of Products and External Services, Lump Sum.
- Duration of the contract:** 18 months.
- Starting date:** October 15, 2020.
- Location:** External consulting.
- Person in charge:** Reinaldo Fioravanti (reinaldof@iadb.org) and Benoit Lefevre (benoitl@iadb.org).
- Requirement:** You must be a citizen of one of the 48 member countries of the IDB and not have family members who are currently working in the IDB Group.

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Payment and Conditions: The compensation will be determined according to the policies and procedures of the Bank. The Bank, in accordance with applicable policies, may contribute to travel and moving expenses. Additionally, candidates must be citizens of one of the IDB member countries.

Consanguinity: In accordance with the Bank's applicable policy, candidates with relatives (including fourth degree of consanguinity and second degree of affinity, including spouse) who work for the IDB, IDB Invest, or MIF as an official or contractual member of the complementary contractual force, will not be eligible to provide services to the Bank.

Diversity: The Bank is committed to diversity and inclusion and equal opportunities for all candidates. We embrace diversity based on gender, age, education, national origin, ethnicity, race, disability, sexual orientation, and religion. We encourage to apply to women, people of African descent and people of indigenous origin.

Support to Prepare Communication Activities for Strengthen Transport Resiliency

Background and justification: According to Germanwatch, in the timeframe 1997-2016, four countries in Central America and the Caribbean are amongst the ten countries in the world most affected by climate risks (Honduras, Haiti, Nicaragua and Dominican Republic), three are in the top five (Honduras, Haiti and Nicaragua). Studies looking at the short-term effects of storms in Central America found that major hurricanes decrease GDP growth by roughly 3-4% in up to 12 months after a hurricane strike. And small states are particularly affected, with an average annual GDP loss from natural disasters and climate change of 16% in Latin America and the Caribbean and 11% of the population affected (vs. 2.5% GDP loss and 1% of population affected for larger countries).

The transport sector is particularly exposed and vulnerable to the impacts of natural disasters, and climate change is expected to exacerbate future risks. Damaged transport assets, as infrastructure structural integrity, operational capacity and control systems, represent a sizable portion of economic losses from natural disasters. On the other hand, transport sector plays a key role in ensuring the resilience of population and economies facing extreme weather events including climate change impacts, and resilient transport interventions and policies can significantly reduce future losses in assets and well-being.

Countries have an approach for responding to emergencies, however it is usually not structured and its usually fragmented in different institutions and organizations, on the other side, the problem of climate change and the occurrence of extreme weather events is not seen prospectively. It was noted that ex ante actions include having institutional capacity to anticipate the problem, to recover from disasters and to build a better infrastructure that is prone to face these new events. Countries participants and experts agreed that to make that happen will require inter-institutional collaboration, better capacity building and institutional strengthening.

Building resilience might be costly and are challenging specially for small economies facing already fiscal constraints, like the Caribbean Islands. There is a need of to establish measures and methods to prioritize and target investment to reduce the likelihood of negative impacts. That in many cases will require use of sophisticated tools that make the link between the technical perspective of infrastructure projects and the financial perspective based on the economic impact the damages can cause, so policymakers can have evidences to prioritize public investments.

To face this situation, the IDB through the RG-T3413 Technical Cooperation (TC) is supporting the implementation of adaptation measures to improve resilience of the transportation systems in the Caribbean and Central America sub-region, which activities include to improve the capacity of public agencies involved in planning, designing, building and maintaining the transport infrastructure and its related services.

To accomplish the expected results, the consultancy should support to prepare communication materials, for print and digital medias, to foster the dialogue to support the strengthen of transport infrastructure resilience, including supporting to prepare and execute events about this subject with the beneficiary countries.

Scope of Services

The consulting must realize the following tasks:

- Task 1

To consolidate in a technical note the results of the studies developed by component to support the strengthening of transport resiliency (Deployment of proven methodologies for integration of natural disaster and climate risk and Prefeasibility studies and technological deployment strategies).

- Task 2

To prepare unless 10 presentations and 10 infographics to support the disclosure the results of studies presented on Task 1.

- Task 3

To organize and execute 2 events, one each beneficiary country, to support the dialogue and the disclose of the activity developed under Task 1.

All products must be presented in English and Spanish on electronic media and must be submitted for approval by the IDB. All the forms and files that make up the project must be delivered in an editable format, that is, that allows the modification of the information, in Microsoft Office format, and, when applicable, in geo-referenced data formats for Google Earth and GIS Software's.

When it comes to spreadsheets, graphics etc. they must be delivered to the contracting party with all the information, including formulas and data of the fund, necessary for the simulation of other scenarios or contexts. No data may be hidden. The spreadsheets may not contain macros or functions that do not exist or are not covered by the file formats defined in this document. All information contained in the reports, forms and other documents must be traceable and have their sources identified, in order to allow the reproduction of the calculations and information presented.

Expected Outcome and Deliverables

The contractual must deliver the following products:

- a) Product 1: Action plan;
- b) Product 2: Preliminary report of Task 1;
- c) Product 3: Final version of 10 presentations;
- d) Product 4: Final report with the results of one event forecasted under Task 3;
- e) Product 5: Final report of Task 1;
- f) Product 6: Final version 10 infographics;
- g) Product 7: Final report with the results of one event forecasted under Task 3;

Project Schedule and Milestones

The payments of the products will be made according to the following deliverables schedule:

	Percentage of payment	Estimated term for payment
i.	10% after the presentation and approval of Product 1	up to 15 days after signing the contract
ii.	25% after the presentation and approval of Product 2	up to 90 days after signing the contract
iii.	20% after the presentation and approval of Product 3	up to 150 days after signing the contract
iv.	25% after the presentation and approval of Product 4	up to 180 days after signing the contract
v.	20% after the presentation and approval of Product 5	up to 270 days after signing the contract
vi.	25% after the presentation and approval of Product 6	up to 270 days after signing the contract
vii.	20% after the presentation and approval of Product 7	up to 360 days after signing the contract

General and technical competences

To fulfill the objectives of this contract, the contractual must have the following qualifications:

- The contractual must have a master's degree and at least 5 years of experience preparing newsletters, journals, infographics, and technical presentations.
- Experience and demonstrated knowledge of the themes and context of climate change and or transportation in the Central America and/or Caribbean subregion.
- The contractual must have fluency in English and Spanish. Knowledge in French and Portuguese is a plus.
- The contractual must have the ability to write clearly and concisely, meeting deadlines and established goals; coordinate with different multidisciplinary teams.

Opportunity summary

- Type of contract and modality:** Contractual of Products and External Services, Lump sum.
- Duration of the contract:** 12 months.
- Starting date:** October 15, 2020.
- Location:** External consulting.
- Person in charge:** Reinaldo Fioravanti (reinaldof@iadb.org) and Benoit Lefevre (benoitl@iadb.org).
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Diversity: The Bank is committed to diversity and inclusion and equal opportunities for all candidates. We embrace diversity based on gender, age, education, national origin, ethnicity, race, disability, sexual orientation, and religion. We encourage to apply to women, people of African descent and people of indigenous origin.