

Economic Evaluation Consulting

Background of this search:

Agro-exports from Peru have gone through a significant year-on-year increase of 10.6% between the period 2005-2017, going from 832 thousand MT to 2,789 thousand MT. Still, the country's transportation and logistics infrastructure did not accompany this growth. The country has gone from ranking 59, obtained in 2007, to 86 in 2018 in the Logistics Performance Index (IDL), where infrastructure was the worst evaluated item in the country, ranking 111th. The infrastructure gap is estimated at US\$160 billion for the 2016-2025 period, where 36% of these are in the transportation sector. Eager to mitigate this scenario, the Government of Peru (GoP) is structuring PE-L1252, which aims to improve national competitiveness by focusing on the quality of infrastructure and logistics services.

Based on data from the Logistics and Transportation Services Development Plan, 2011, and the Logistics Development Plan on Sub-National Roads, 2016, carried out by the Ministry of Transport and Communication (MTC), the Program considers the prioritization of investments in infrastructure of transportation to improve the connection of the production centers with the logistics corridors of the chains of 21 agricultural products, with a view to reducing logistics and production costs and increasing profitability. From a universe of 28,000 km of roads, 15,000 km of 42 feeder road corridors from 23 departments were identified.

The Government of Peru (GoP) is preparing the Proregión Program, which consists of interventions in the departmental road network, which include actions for rehabilitation, improvement, conservation, as well as strengthening the capacities of regional authorities in transport issues. Therefore, the project will require the presentation, by the beneficiary, of a set of studies, such as the feasibility of the program, the socio-environmental management frameworks, resettlement and the that are required for compliance with the policies of environmental and social safeguards, among others.

The team's mission:

Established in 1959, the Inter-American Development Bank ("IDB" or "Bank") is the main source of financing for economic, social, and institutional development in Latin America and the Caribbean. It provides loans, grants, guarantees, policy advice and technical assistance to the public and private sectors in its borrowing countries. The Transportation Division has one of the largest project portfolios within the IDB, with more than US\$11 billion in ongoing operations and with average approvals per year of US\$1.5 billion.

What you'll do:

The objective is to support the technical team of the Ministry of Transport and Communications (MTC) and Provias Descentralizado with the cost-benefit evaluation analysis of the projects that will be part of the country's credit operation with the Bank.

The consultant will assist the project team in the preparation of the Operation Development Proposal [POD] and to prepare the related planning instruments (Results Framework, Monitoring and Evaluation Plan, Program Execution Plan [PEP] / Operational Plan Annual [POA] and Risk Analysis, among others). The activities carried out by the consultant will include:

- **A - Economic evaluation of the project**
 - I. The consultant will carry out the independent economic evaluation of the projects based on the information contained in each of the studies provided by MTC and Provias Descentralizado, as well as duly founded own estimates. The consultant must perform the modeling using appropriate methodologies (HDM-IV). The consultant is expected to report economic profitability indices, indicating the investment and maintenance costs used, the economic and social benefits considered, and the assumptions for their estimation (cargo / traffic, port / vehicle operation costs, travel times and costs, analysis period, discount rate, etc.). The evaluation will include a sensitivity analysis of the critical variables susceptible to variation for each project presented. The structure of the report will be carried out according to the guidelines of the project team.
 - II. Highway Design Analysis Report. The consultant will prepare the Design Analysis Report of the highway projects that will be part of the country's operation with the Bank, which will form part of the annexes to the POD. For this, it will be based on the studies that Provias Descentralizado currently has, verifying that the technical option selected for the projects is adequate based on their own characteristics. In addition, the consultant will verify the estimated amounts and the reasonableness of these according to the alternative proposed for each project and will make adjustments where necessary. The structure of the report will be carried out according to the guidelines of the project team.
 - III. Preparation of the annexes of the POD. The consultant will support the project team by preparing the following instruments that are attached to the POD: Results Framework with the definition of the respective indicators in accordance with the availability of information, Monitoring and Evaluation Plan, PEP / POA and Risk Analysis and any other necessary input.

Deliverables and Payments timeline:

- Work plan for the optimal development of the consultancy.
- Report 1: It will include an intermediate report of the activities carried out by the consultant that must incorporate the adjustments established by the project team.
- Report 2: It will include the final report of the activities carried out by the consultant, and the final versions of the documents indicated in section A (literals I, II and II) that must incorporate the adjustments established by the project team.

Depending on the needs defined by the team leader, the consultant must present intermediate or progress reports, not subject to payment, that serve as inputs for achieving the objectives of this consultancy.

For payment purposes, the following reporting schedule and calendar are defined:

Payment	Deliverable	Percentage (%)
1	Work plan	20
2	Report 1	40
3	Report 2	40
		100%

All reports and documents related to this contract must be able to handle applications compatible with Microsoft Office. The parties can exchange and deliver information electronically (email). Reports must be submitted in electronic format.

What you'll need:

- **Citizenship:** You are either a citizen of Peru or a citizen of one of our 48-member countries with residency or legal permit to work in Peru.
- **Consanguinity:** You have no family members (up to fourth degree of consanguinity and second degree of affinity, including spouse) working at the IDB Group.
- **Education:** Master's in Civil Engineering, Economic, Transport, or related areas.
- **Experience:** Minimum of fifteen (15) years of professional experience related to the economic evaluation of infrastructure. Desirable experience with secondary and tertiary roads.
- **Languages:** Spanish is mandatory. English is desirable.

Opportunity Summary:

- **Type of contract and modality:** Contractual of External Products and Services, Lump Sum.
- **Length of contract:** 6 months.
- **Starting date:** July 1st, 2020
- **Location:** External consultancy.
- **Responsible person:** Rafael Capristán, IDB transport specialist (rcapristan@iadb.org)
- **Requirements:** You must be a citizen of one of the IDB's 48 member countries and have no family members currently working at the IDB Group.

Our culture: Our people are committed and passionate about improving lives in Latin-America and the Caribbean, and they get to do what they love in a diverse, collaborative and stimulating work environment. **We are the first Latin American and Caribbean development institution to be awarded the EDGE certification, recognizing our strong commitment to gender equality.** As an employee you can be part of internal resource groups that connect our diverse community around common interests.

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Our team in Human Resources carefully reviews all applications.

Preparation of Diagnosis of Agricultural and Transport Chains and Inclusion

Background of this search:

Agro-exports from Peru have gone through a significant year-on-year increase of 10.6% between the period 2005-2017, going from 832 thousand MT to 2,789 thousand MT. Still, the country's transportation and logistics infrastructure did not accompany this growth. The country has gone from ranking 59, obtained in 2007, to 86 in 2018 in the Logistics Performance Index (IDL), where infrastructure was the worst evaluated item in the country, ranking 111th. The infrastructure gap is estimated at US\$160 billion for the 2016-2025 period, where 36% of these are in the transportation sector. Eager to mitigate this scenario, the Government of Peru (GoP) is structuring PE-L1252, which aims to improve national competitiveness by focusing on the quality of infrastructure and logistics services.

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The team's mission:

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What you'll do:

A consultancy is sought to carry out an inclusion diagnosis of the agricultural and transport chains considered by the PE-L1252 program, including an analyze of the situation about inclusion of women and people with disabilities in these chains and proposals to promote their participation in potential and current production chains.

The consultancy will make a diagnosis of the existing gaps, the degree of institutionalization of the approach (structures, practices, policies, personnel, among others), and will make recommendations to close these gaps.

Deliverables and Payments timeline:

The consultant will prepare the following reports:

- Work plan for the optimal development of the consultancy.
- Report 1: It will include an intermediate report of the activities carried out by the consultant that must incorporate the adjustments established by the project team. This report should include a summary of the information collected through the interviews and bibliographic review.
- Report 2: Final report that includes the situational diagnosis and recommendations to close the identified gaps, where must include gender and inclusion themes.

Depending on the needs defined by the team leader, the consultant must present intermediate or progress reports, not subject to payment, that serve as inputs for achieving the objectives of this consultancy.

For payment purposes, the following reporting schedule and calendar are defined:

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2	Report 1	40
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		100%

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When it comes to spreadsheets, charts, etc., it must be provided to the contractor with all the information, including the formulas and the background data, necessary for the simulation of other scenarios or contexts.

Spreadsheets cannot contain macros or functions that do not exist or that the file formats defined in this document do not understand.

All the information contained in reports, spreadsheets and other documents must be traceable and have their sources identified, to allow the reproduction of the calculations and the information presented.

What you'll need:

- **Citizenship:** You are either a citizen of Peru or a citizen of one of our 48-member countries with residency or legal permit to work in Peru.
- **Consanguinity:** You have no family members (up to fourth degree of consanguinity and second degree of affinity, including spouse) working at the IDB Group.
- **Education:** Bachelor's degree in international development, public policy, social sciences, communication or related sciences.
- **Experience:** Minimum of three (3) years of professional experience related to the international development. Desirable experience in issues of social inclusion and gender, and public sector in developing countries.

- **Languages:** Spanish is mandatory. English is desirable.

Opportunity Summary:

- **Type of contract and modality:** Contractual of External Products and Services, Lump Sum.
- **Length of contract:** 3 months.
- **Starting date:** July 1st, 2020
- **Location:** External consultancy.
- **Responsible person:** Rafael Capristán, IDB transport specialist (rcapristan@iadb.org)
- **Requirements:** You must be a citizen of one of the IDB's 48 member countries and have no family members currently working at the IDB Group.

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Consulting to Support the Dissemination of Results and Experiences of Technical Cooperation

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The Government of Peru (GoP) is preparing the Proregión Program, which consists of interventions in the departmental road network, which include actions for rehabilitation, improvement, conservation, as well as strengthening the capacities of regional authorities in transport issues. Therefore, the project will require the presentation, by the beneficiary, of a set of studies, such as the feasibility of the program, the socio-environmental management frameworks, resettlement and the that are required for compliance with the policies of environmental and social safeguards, among others.

The team's mission:

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What you'll do:

The consultancy shall perform the following tasks:

- a. Consolidate and format in a single document the studies developed throughout the technical cooperation PE-T1425 and prepare an executive summary with the main advances of the project.
- b. Prepare 5 infographics and 5 texts of up to 1000 words each considering the consolidated content in the executive summary.

Deliverables and Payments timeline:

The consultant will prepare the following reports:

- Work plan for the optimal development of the consultancy.
- Report 1: It will include a draft report of the activities carried out by task a.
- Report 2: It will include a draft report of the activities carried out by task b, including as a minimum of 2 infographs and 2 texts.
- Report 3: It will include a final report of the activities carried out by task a.
- Report 4: It will include a final report of the activities carried out by task b.

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4	Report 3	20
5	Report 4	30
		100%

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- **Consanguinity:** You have no family members (up to fourth degree of consanguinity and second degree of affinity, including spouse) working at the IDB Group.
- **Education:** Bachelor's degree in international development, public policy, social sciences, communication or related sciences.

- **Experience:** Minimum of 5 years of experience with publishing newspapers, newsletters or other publications in the infrastructure sector or the combination of education and experience. Previous experience in Peru is required.
- **Languages:** Spanish is mandatory. English is desirable.

Opportunity Summary:

- **Type of contract and modality:** Contractual of External Products and Services, Lump Sum.
- **Length of contract:** 4 months.
- **Starting date:** November 1st, 2020
- **Location:** External consultancy.
- **Responsible person:** Rafael Capristán, IDB transport specialist (rcapristan@iadb.org)
- **Requirements:** You must be a citizen of one of the IDB's 48 member countries and have no family members currently working at the IDB Group.

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Disaster Risk Assessment and Climate Change

1. Background of this search:

- 1.1. Agro-exports from Peru have gone through a significant year-on-year increase of 10.6% between the period 2005-2017, going from 832 thousand MT to 2,789 thousand MT. Still, the country's transportation and logistics infrastructure did not accompany this growth. The country has gone from ranking 59, obtained in 2007, to 86 in 2018 in the Logistics Performance Index (IDL), where infrastructure was the worst evaluated item in the country, ranking 111th. The infrastructure gap is estimated at US\$160 billion for the 2016-2025 period, where 36% of these are in the transportation sector. Eager to mitigate this scenario, the Government of Peru (GoP) is structuring PE-L1252, which aims to improve national competitiveness by focusing on the quality of infrastructure and logistics services.
- 1.2. Based on data from the Logistics and Transportation Services Development Plan, 2011, and the Logistics Development Plan on Sub-National Roads, 2016, carried out by the Ministry of Transport and Communication (MTC), the Program considers the prioritization of investments in infrastructure of transportation to improve the connection of the production centers with the logistics corridors of the chains of 21 agricultural products, with a view to reducing logistics and production costs and increasing profitability. From a universe of 28,000 km of roads, 15,000 km of 42 feeder road corridors from 23 departments were identified.
- 1.3. The Government of Peru (GoP) is preparing the Proregión Program, which consists of interventions in the departmental road network, which include actions for rehabilitation, improvement, conservation, as well as strengthening the capacities of regional authorities in transport issues. Therefore, the project will require the presentation, by the beneficiary, of a set of studies, such as the feasibility of the program, the socio-environmental management frameworks, resettlement and the that are required for compliance with the policies of environmental and social safeguards, among others.
- 1.4. The team's mission: Established in 1959, the Inter-American Development Bank ("IDB" or "Bank") is the main source of financing for economic, social, and institutional development in Latin America and the Caribbean. It provides loans, grants, guarantees, policy advice and technical assistance to the public and private sectors in its borrowing countries. The Transportation Division has one of the largest project portfolios within the IDB, with more than US\$11 billion in ongoing operations and with average approvals per year of US\$1.5 billion.

2. Objectives and Scope of the Services:

- 2.1. The objective is to support the technical team of the Ministry of Transport and Communications (MTC) and Provias Descentralizado to prepare the Disaster Risk Assessment and Climate Change corresponding to the PE-L1252 operation. Activities include analyzing disaster risks that may affect the road infrastructures to be built within the framework of the project, taking climate change scenarios.

3. Key Activities

- 3.1. Within the Impact and Risk Assessment component, specifically for Disaster Risk Management (DRM), the main objective is to identify and carry out a qualitative

assessment of disaster risk and Climate Change on infrastructure and operation interventions of PE-L1252. For this, it must include, as a minimum:

- 3.1.1. Develop a qualitative Disaster Risk Analysis and Climate Change (ARD) together with a Risk Management Plan (DRMP) for the sampling roads parts of the Program, to provide climate resilience and thus contribute to the sustainability of the Program.
 - 3.1.2. ARD is expected to focus on the specific aspects of the project that have been identified as relevant to this analysis, and to use accepted or recognized methods to conduct a qualitative risk assessment. This analysis should make a qualitative evaluation of the risk base conditions (baseline), as well as the implications of the design alternatives on the risk of the project itself and for the population and surrounding communities.
- 3.2. Within the ARD, all threats that may affect the proposed infrastructure within the Program, both geological and earthquakes, volcanoes, mass movements (landslides), among others, must be identified. Or of hydrometeorological origin such as: floods, hurricanes (storm surges, wind and extreme rains), droughts, among others.
- 3.3. Based on an analysis of the ARD results, the consultancy should propose general recommendations for the next steps to be taken to ensure the resilience of the project. Likewise, it must determine whether it is necessary to carry out a quantitative risk study and, if so, define its scope and budget.
- 3.4. Within the ARD, the identified natural hazards must be evaluated using a qualitative or qualitative-quantitative methodology that allows establishing estimates of the frequency, magnitude, intensity and location and geographic extent of threat events. Threats to the project's area of influence must be evaluated. The assessment of hydrometeorological threats must consider the influence of the possible effects of climate change, specifically for the variables of precipitation and temperature. Therefore, two scenarios for the analysis of hydrometeorological threats must be generated: (i) from historical hydrometeorological information; and (ii) from climatic and scaled general circulation models (GCM) precipitation and temperature data.
- 3.5. It should be emphasized that, when evaluating the risk for the population and surrounding communities, special attention with: (i) the marginal risk; and (ii) the impacts generated by the execution of the project. This should be done taking into account the difference between risk and impacts, where the risk refers to the combination of the magnitude of the consequences and the frequency of their occurrence, while the impact refers exclusively to the individual consequences that do not have associated frequencies. Therefore, there may be cases in which the execution of a program work generates new or additional impacts on third parties that would not be possible without the existence of the project, but that, in terms of risk, the project reduces it. As a result, marginal risk refers to identifying how the risk changes (including both small and recurring events and large and infrequent events) for surrounding communities and assets regarding the situation without the project, taking into account that the project does not exacerbate risk conditions. Additionally, the particular impacts must also be identified and evaluated.
- 3.6. Based on the risk assessment, a Disaster Risk Management Plan (PGRD) and Climate Change should be proposed that considers a specific set of measures that can be proposed with the information collected and the analysis carried out. Depending on the outcome of the ARD, and if this qualitative analysis is determined to be sufficient to manage risk, these proposed measures may be structural (any physical construction to

reduce or avoid the potential impacts of threats, or the application of engineering techniques to achieve resistance and resilience of exposed elements) or non-structural (any measure that does not involve physical construction and that makes use of existing knowledge, practices or agreements to reduce risk and its impacts, especially through policies and laws, increased public awareness, training and education).

4. Report requirements:

4.1. The preparation of the document must be compatible with the requirements of the Peru regulations, as well as with the requirements of the IDB's Disaster Risk Management Policies (OP-704), and the Disaster Risk Assessment Methodology and Climate Change and resilience strategies to the effects of Climate Change and other applicable standards. Therefore, the following should be used as technical reference for the development of the activities determined by this mandate:

- a. OP 102 - IDB Access to Information Policy: <http://www.iadb.org/document.cfm?id=35167447>
- b. OP 703 - Environment Policy and Safeguards Compliance - Inter-American Development Bank (IDB), January 19, 2006, including: <http://idbdocs.iadb.org/wsdocs/getdocument.aspx?%20docnum=665905>
- c. B.2. Laws and regulations of the countries.
- d. B.3. Analysis and classification.
- e. B.4. Other risk factors.
- f. B.5. Environmental evaluation requirements.
- g. B.6. Inquiries.
- h. B.7 Supervision and Compliance.
- i. B.8. Cross-border impacts.
- j. B.9. Natural habitats and cultural sites.
- k. B.10. Dangerous materials.
- l. B.11. Pollution prevention and reduction.
- m. B.17. Acquisitions.
- n. OP 704 - Disaster Risk Management: <http://www.iadb.org/document.cfm?id=35004522>;
- o. OP 710 - Involuntary Resettlement: <http://www.iadb.org/es/acerca-del-bid/reasentación-involuntario-6660.html>;
- p. OP-761 - Gender Equality: <http://www.iadb.org/document.cfm?id=35428394>;
- q. Executive Summary of the Disaster Risk Assessment and Climate Change Methodology - Technical Note No. IDB-TN-01583 - Inter-American Development Bank (IDB), March, 2019: <https://publications.iadb.org/en/%20abstract-%20executive-of-the-methodology-of-evaluation-of-risk-of-disasters-and-climate-change>;
- r. Disaster Risk Assessment and Climate Change Methodology - Technical Note No. IDB TN-01771 - Inter-American Development Bank (IDB), December 2019:

<https://publications.iadb.org/en/disaster-and-climate-change-%20riskassess%20ment-methodology-idb-projects-technical-reference-document>;

- s. Environmental, Health, And Safety Guidelines For Ports, Harbors, And Terminals - World Bank Group, February 2, 2017: https://www.ifc.org/wps/wcm/connect/%20topics_ext_content%20/%20ifc_external_corporate_site%20/%20sustainability-at-ifc%20/%20policies-standards%20/%20ehs-guidelines;
- t. Good Practice Manual - Cumulative Impact Assessment and Management: A Guide for the Private Sector in Emerging Markets - International Finance Corporation (IFC), June 2015: https://www.ifc.org/wps/wcm/connect/93910f82-9040-47a3-ba27-4571555701cb/IFC_CIA_Esp.pdf?MOD=AJPERES&CVID=kTkDp0w;
- u. General Guidelines on Environment, Health and Safety - International Finance Corporation (IFC) / World Bank Group, April 30, 2007: https://www.ifc.org/wps/wcm/connect/topics_ext_content/ifc_external_corporate_site/sustainability-at-ifc/policies-standards/ehs-guidelines.

4.2. Interested firms must submit a proposal including the four sections (information) listed below and must not exceed 10 pages (main sections without annexes).

- a. Scope of work: This section should include a description of the specific activities that will be carried out in order to perform the required tasks. This includes all proposed site visits / surveys, documents to be reviewed, interviews, etc. If the Consultant considers that there are additional tasks, or components within a required task that are justified or that he would like to suggest, these should be identified and delineated as “Optional Tasks”.
- b. Human team of the project and its qualifications: This section should include the name of any subcontractor. Team members should have the relevant technical skills, specific previous experience with Projects similar to this one, specific experience in the country and specific knowledge about it, and specific language knowledge.
- c. Schedule: A proposed schedule for the execution of the activities must be submitted. The schedule should indicate the proposed dates for the start and end of each of the tasks required on the job and any important or specific milestones of the Project (i.e., delivery of the report, etc.).
- d. Proposed cost: A total global budget in US dollars must be submitted for the proposed work. In addition, a detailed list of estimated costs per task (i.e., tabular format) should be presented that includes direct labor costs (i.e., number of hours or days per team member and their associated costs per unit) and indirect labor costs (i.e., travel, per diem, subcontractors, etc.). Any assumption related to the cost estimate must be clearly specified. In case you are going to recommend any Optional Task, you must provide a cost estimate separately. The tasks excluded from the scope must be clearly indicated.

5. Other requirements

- a. Citizenship: You are either a citizen of Peru or a citizen of one of our 48-member countries with residency or legal permit to work in Peru.
- b. Consanguinity: You have no family members (up to fourth degree of consanguinity and second degree of affinity, including spouse) working at the IDB Group.

- c. **Experience:** For the execution of this consultancy, the consulting firm must have the following profile:
- **General Experience:** Being a legal entity whose corporate purpose includes the execution of services related to socio-environmental evaluations. Preferably, experience in applying the Bank's safeguards policies.
 - **Specific experience:** Having carried out at least five (05) socioenvironmental evaluation services on topics related to this project.
 - **Professional team:** The consulting entity must form a team made up of at least the following professionals:
 - A coordinator with postgraduate study in subjects related to this consultancy. Must demonstrate a minimum professional experience of 15 years. Experience working on highly desirable Bank projects.
 - Two specialists in disaster management, with a bachelor's degree in environmental sciences, civil engineering, hydraulic engineering, coastal engineering, geography, economics, or related subjects for the purpose of the consultancy. Master's degree (required) or doctorate (desirable) in subjects related to consulting (environment, disaster risk management, etc.). Must demonstrate a minimum professional experience of 10 years. With at least 5 years of experience in conducting probabilistic studies of disasters and preparing disaster management plans.
- d. **Languages:** The documents must be prepared in Spanish.

6. Deliverables:

6.1. The consultant will prepare the following reports:

- a. Work plan for the optimal development of the consultancy.
- b. Report 1: A first version of the document on Disaster Risk Assessment and Climate Change –fit for disclosure- to the satisfaction of the IDB.
- c. Report 2: The final version of the Disaster Risk Assessment and Climate Change at least two weeks before the operation's distribution to the OPC. Depending on the needs defined by the team leader, the consultant must present intermediate or progress reports, not subject to payment, that serve as inputs for achieving the objectives of this consultancy.

7. Opportunity Summary:

- a. **Type of contract and modality:** Consulting Firm, Lump Sum.
- b. **Length of contract:** 6 months.
- c. **Starting date:** July 1st, 2020
- d. **Location:** External consultancy.
- e. **Responsible person:** Rafael Capristán, IDB transport specialist (rcapristan@iadb.org)
- f. **Requirements:** You must be a citizen of one of the IDB's 48 member countries and have no family members currently working at the IDB Group.

8. Monitoring and reporting

- 8.1. Deliverables will be evaluated by Rafael Capristán, the transport specialist in charge of this activity.
- 8.2. All reports and documents related to this contract must be able to handle applications compatible with Microsoft Office. The parties can exchange and deliver information electronically (email). Reports must be submitted in electronic format.

9. Payment schedule:

Payment	Deliverable	Percentage (%)
1	Work plan	20%
2	Report 1	40%
3	Report 2	40%
Total		100%

Preliminary Environmental and Social Evaluation Complementation for Six Projects as a Sample and of an Environmental and Social Management Framework for the Proregión Program (PE-L1252), in Peru

1. Background of this search:

- 1.1 The Inter-American Development Bank (IDB or the Bank) is structuring a US\$200 million loan to the government of Peru for a multiple works program called Proregión Program, to finance the execution of works improvement in transportation projects in various Peruvian regions.
- 1.2 This program aims to promote the development of the regions through the intervention of departmental and neighborhood roads in order to completely deal with logistics corridors, increasing the efficiency of the transportation system.
- 1.3 Public transportation infrastructure works will be financed in order to provide an adequate road infrastructure for an efficient transportation system nationwide. As it is a multiple works operation, the representative sample will be made up of six projects or corridors located on the departments of Tacna, Arequipa and Moquegua, Apurímac, Cusco - Madre de Dios, Tumbes and Huancavelica - Ayacucho.

	Sample	Total length of the corridor	Estimated length to improve in the corridor
1	TACNA	269.54	71.3
2	AREQUIPA - MOQUEGUA 1	228.44	175.1
3	APURIMAC	241.43	239.7
4	CUSCO - MADRE DE DIOS 1	273.57	263.98
5	TUMBES	190.44	58.44
6	HUANCAVELICA - AYACUCHO	447.55	422.5

- 1.4 The investments will be made to carry out basic works that guarantee trafficability through an improvement in the level of service provided, and the installation of basic road elements, in order to improve the trafficability and safety conditions on the road. No new road projects or highway projects are expected.
- 1.5 The projects will include improvement in certain sections of the corridor, road maintenance, attention to road emergencies and risk management throughout the corridor. Additionally, it will carry out the management and control of vehicle weights and the identification of properties and interferences in the right of way.

2. Objectives and Scope of the Services:

- 2.1 The objective of this consultancy is to complement the Preliminary Environmental and Social Assessments (EVAP) of six projects from the representative sample of the Program, in accordance with Annex of this TORs (including consultations); that the terms of the IDB will be called "Environmental and Social Analysis (AAS) and complementary Environmental and Social Management Plans (PGAS)", in order to cover the existing gaps with the IDB's environmental and social safeguards.

- 2.2 In addition, the consultancy must carry out an Environmental and Social Management Framework for projects outside the Sample that allows the Environmental Impact Statements in progress and in the future to be prepared in accordance with the IDB's socio-environmental safeguards.

3. Key Activities

- 3.1 The activities to be carried out by the Consultant are described below, which are not limiting, and the Consultant must expand and deepen what is considered necessary, being solely responsible for the quality and integrity of the service entrusted.

- Review the report of the consultancy “Identification of the socioenvironmental gaps between the socioenvironmental safeguards of the IDB and the preliminary environmental and social evaluations for the sample of Proregión projects” and present a table of contents to carry out the complementary AAS and PGAS . As well as the production schedule.
- Completion of complementary AAS and PGAS. Working hand-in-hand with personnel designated by Provias Descentralizado, the necessary information will be collected in the office for the consultancy to prepare and present a first version (fit for disclosure - to the Bank's satisfaction) of the AAS and PGAS complementary to EVAP for each project of the sample, including the consultation plan. At the same time, prepare a MGAS (according to the index that is attached as a reference in Annex of this Term of Reference (ToR), in the first version “fit for disclosure - to the Bank's satisfaction”, including the necessary frameworks and the ToR for complement the Environmental and Social Impact Statements (DIAS) that must be prepared by the PVD for each project, so that said DIASs include closing gaps with the issues of IDB socio-environmental safeguards.
- Support the Peruvian authorities with the public consultation process within the IDB loan approval process, to execute the proposed Public Consultation Plan for each project, which must be carried out in a socio-culturally appropriate manner when Peruvian high Andean communities participate (use of Quechua included) and update (to the Bank's satisfaction) the complementary AAAS / PGAS including the results of the consultations and the reports of the consultations for the projects of the representative sample of the program. At the same time, deliver the MGAS of the program in a final version (to the Bank's satisfaction) including all its annexes and the Bank's and Executor's comments.

4. Report requirements:

- 4.1 It must include the proposed work methodology based on the present ToR. Also, the financial proposal must include:
- Unit costs and total cost.
 - The work schedule.
 - The experience of the proposed team for the job.
 - The topics that are assumed by the consultants.

5. Other requirements

- a. Citizenship: You are either a citizen of Peru or a citizen of one of our 48-member countries with residency or legal permit to work in Peru.
- b. Consanguinity: You have no family members (up to fourth degree of consanguinity and second degree of affinity, including spouse) working at the IDB Group.
- c. Experience: The services of a consulting firm with experience in the development of environmental and social evaluations of projects are required, whose team of professionals has environmental specialists, social specialists and a coordinator with the following qualifications:
 - o Coordinator: Senior social or environmental specialist with more than 10 years' experience covering: (i) leadership in the preparation of socio-environmental studies for infrastructure projects (ideally transportation) complying with international standards (IDB, WB ...); (iii) socio-environmental due diligence for infrastructure projects (ideally transportation) complying with international standards (IDB, WB, etc.); (iv) Work experience in Peru and knowledge of its socio-environmental regulatory framework.
 - o Specialist: Social specialist and environmental specialists with a qualification similar to that of the Project Manager, but specific to each area, with at least 8 years of experience.
- d. Languages: The documents must be prepared in Spanish.

6. Deliverables:

6.1 The products / deliverables that are part of this service are detailed below:

Report	Description
1	- Work plan for the six projects in the sample that includes a schedule of activities and a table of contents for the AAS and complementary PGAS.
2	- First version of the complementary AAS / PGAS, including the proposal of the consultation plan for the 06 sample projects and version one of the MGAS.
3	Final report - Report of the consultation processes of the six sample projects and the final version of the complementary AAS / PGAS, including reports of public consultations and the final version of the MGAS.

6.2 Note: In case the maximum delivery period is met on a holiday, Saturday or Sunday, the Consultant may present the deliverable the following business day.

7. Opportunity Summary:

- a. **Type of contract and modality**: Consulting Firm, Lump Sum.
- b. **Length of contract**: The consulting period will be 84 non-continuous business days, over a period of 6 months.
- c. **Starting date**: July 1st, 2020

- d. **Location:** External consultancy.
- e. **Responsible person:** Rafael Capristán, IDB transport specialist (rcapristan@iadb.org)
- f. **Requirements:** You must be a citizen of one of the IDB's 48 member countries and have no family members currently working at the IDB Group.

8. **Monitoring and reporting**

- 8.1 Deliverables will be evaluated by Rafael Capristán (INE/TSP), with support of Julio Rojas and Juan Carlos Vasquez (VPS/ESG).
- 8.2 All reports and documents related to this contract must be able to handle applications compatible with Microsoft Office. The parties can exchange and deliver information electronically (email). Reports must be submitted in electronic format.

9. **Payment schedule:**

Payment	Deliverable	Percentage (%)
1	Work plan	10%
2	Report 1	35%
3	Report 2	55%
Total		100%

- 9.1 Note: The IDB may terminate the contract at any time. Notwithstanding this, the Consultant will present a settlement with the expenses and costs incurred that may not exceed the percentage of the agreed amount according to the progress of the deliverables.

Annex I - Tentative Index: Environmental and Social Analysis for the six projects in the program sample

I. INDEX AND EXECUTIVE SUMMARY

II. INTRODUCTION

2.1 Purpose and need for complementary analysis

2.2 Background

2.3 Objectives and scope

2.4 Structure and content of the report

III. PROJECT DESCRIPTION AND ALTERNATIVES

3.1 Location and components

3.2 Auxiliary installations

3.3 Acquisition of land

3.4 Considered alternatives

3.5 Description of construction stages

3.6 Schedule and current status of the project

3.7 Description of the operation stage

IV. LEGAL NORMATIVE FRAMEWORK AND INSTITUTIONAL FRAMEWORK

4.1 IDB safeguards policies

4.2 Environment policy and safeguards compliance - OP-703

4.3 Natural and unexpected disaster management policy - OP-704

4.4 Involuntary resettlement policy - OP-710

4.5 Operational policy on gender equality in development - OP 761

4.6 Operational policy on indigenous peoples - OP 765

4.7 Operational policy for access to information - OP 102

V. METHODOLOGY FOR IMPACT ASSESSMENT

5.1 Impact classification criteria

5.2 Sensitivity / Vulnerability / Importance of Impact

5.3 Determination of significance of impact

6. SUMMARY OF PRELIMINARY ENVIRONMENTAL ASSESSMENT

6.1 Current situation

6.2 Zone sensitivity

6.3 Study of existing environmental impact

6.4 Physical and biological medium

6.5 Socioeconomic and cultural environment

6.6 Sources of impact

6.7 Impact assessment

6.8 Management plan

VII. COMPLEMENTARY ENVIRONMENTAL AND SOCIAL ANALYSIS

7.1 Identification, description and complementary assessment of environmental and social impacts

7.2 Environmental and social aspects

- Impacts on internationally recognized conservation areas
- Impacts on species with conservation status
- Impacts caused by natural Disasters
- Ecosystem services
- Impact on indigenous population
- Impact on traffic during construction and operation
- Cumulative impacts that the project execution can produce

VIII. PUBLIC PARTICIPATION

8.1 Background

8.2 Complementary Public Consultation and Community Relations Plan (CPC)

8.2.1 Objectives

8.2.2 High Andean indigenous populations

8.2.3 Scope

8.2.4 Roles and responsibilities

8.2.5 General principles

8.2.6 Report public consultation

IX. COMPLEMENTARY PROGRAM OF ENVIRONMENTAL AND SOCIAL MANAGEMENT OF THE PROJECT

9.1 Introduction

9.2 Proposed management plans

9.3 Traffic management

9.4 Occupational safety and health plan

- Objectives
- Scope
- Roles and responsibilities
- General principles
- Work safety and health plan
- Content of OSH plan
- Hazard identification, risk assessment and definition of controls
- Work procedures for high risk work
- Emergency preparedness and response
- Security conditions

9.5 Community Health and Safety Plan

- Objectives
- Scope
- Roles and responsibilities
- Identification of the affected communities and health and safety risks
- Emergency response procedure with communities
- Traffic management procedure
- Communication procedure
- Training
- Follow-up and monitoring

9.6 Mechanism for the Resolution of Claims and Suggestions

- Principles of the mechanism
- Claims management
- Receipt and registration of claims
- Evaluation of claims
- Response to claims
- Conflict resolution
- Monitoring and documentation
- Deadlines

X. Indicative Budget of the Environmental and Social Management Plan (PGAS)

XI. Monitoring and control for the implementation of the PGAS

11.1 Control methods

11.2 Control tools

11.3 Indicators of compliance with the PGAS

11.4 Monitoring and control plan

XII. CONCLUSION AND CONTENT TO BE INCORPORATED IN THE DAY (DECLARATION OF ENVIRONMENTAL IMPACT)

XIII. REFERENCES