

## TERMS OF REFERENCE

### SURINAME

#### SUPPORT FOR THE DESIGN AND IMPLEMENTATION OF INNOVATIVE MECHANISMS FOR THE MANAGEMENT OF WORK CONTRACTS IN SURINAME

(SU-T1152)

#### CONSULTANTS TO SUPPORT PROJECT MANAGEMENT AND COORDINATION

### 1. Background

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 of its borrowing countries.

The Republic of Suriname is on the northeastern Atlantic Coast of South America, bordered by French Guyana, Guyana, and Brazil, with a population of 560,000 people, residing within a 30 km wide coastal region. The capital city, Paramaribo, and its suburbs are home of 70% of the population, whilst Nieuw-Nickerie is the second city of the country in terms of population and economic activity.

**Economic context.** The economy in Suriname has traditionally been open and primarily based on commodities such as gold, bauxite, oil, and agricultural products, thus, the economic performance has heavily relied on exports of extractives, among other commodities, as the main source of foreign earnings (90%) and fiscal income (45%), with an outstanding growth between 2005–2013. This growth came to an end after the decline in the price of commodities in 2014, creating important socio-economic challenges related to economic diversification and general productive competitiveness. Imports represent approximately 80% of the total consumption of goods, due to the economy’s exposure to external trade.

Regarding diversification, Suriname has a score of 0.20 on the Herfindahl-Hirschmann Index (HHI), indicating a lower diversified export portfolio than other similar economies in the Caribbean. This is derived from costly cross-border transactions and high logistics costs, which limit competitiveness. Suriname has an overall score of 3.7 out of 7 in the Global Competitiveness Index, ranking 110 out of 144 countries according to the World Economic Forum (WEF, 2016). Road and port infrastructure quality are respectively ranked in the 84 and 54 positions (out of 144). The Distance To Frontier (DTF) Indicator, in which Suriname ranks 165 out of 190, also highlights the need for improving trading across borders (Doing Business, 2018). Therefore, improving infrastructure and logistics services is a top priority to enhance global competitiveness, especially for economic activities such as agriculture, fish farming, and forestry.

**Freight transport and the Port of Paramaribo.** Due to the high level of international trade, mostly transported by sea, port infrastructure and its related services are key for logistic performance and competitiveness. The Jules Sedney Port of Paramaribo is operated under a public-private partnership with a limited liability company that acts as port landlord. Two terminal operators are responsible for the handling of cargo, sharing a 600-meter river-facing berth. The port handles nearly 100,000 TEU, 200,000 tons of breakbulk cargo, and 160,000 tons of liquid bulk yearly. Excluding oil and alumina, the port is responsible for over 90% of the nation’s seaborne trade (Havenbeheer, 2017) and represents the main gateway for exports and the main

entrance for economic production inputs. With around 50% of cargo being agriculture-related, the port has a significant role in the country's logistics performance and is the main determinant of costs of export products. It has a significant relevance as a port of exit for agricultural products since it is the exit point for more than 80% of rice exports and more than 95% of exported bananas, shrimp and fish (Havenbeheer, 2017; Ministry of Agriculture, 2017). Similarly, all inputs and machinery for crops arrive in the country at the port of Paramaribo.

**The problem.** There are several inefficiencies in the port operation and its adjacent infrastructure, which create bottlenecks for trade. The main logistic constraint is the severe traffic congestion in peak hours along the Van 't Hogerhuysstraat road, the only access point to the port, which causes delays and costs for transport operators. The Port Management Company is using valuable portland inner roads (12,914 m<sup>2</sup>) as a truck parking area to avoid traffic congestion along adjacent roads. This has resulted in a significant decrease in port storage capacity. The four-lane Van 't Hogerhuysstraat road presents deficiencies contributing to its poor service performance. The road carries more than 40,000 vehicles/day and has in general narrow driving lanes, insufficient traffic management, limited load capacity, poor junction geometry, inefficient drainage, and low safety standards; adding up to the congestion conditions of the port area.

## 2. What you'll do

The objective of this consultancy is to support MoPW and the Bank in the supervision, coordination and management of the improvement transport logistics and competitiveness in Suriname

The specific objectives include:

Improve the risk management strategy and "bottlenecks" of the project with the application of a preventive and comprehensive approach to minimize impacts and ensure compliance with the objectives of scope, cost, time and quality;

- Implement an effective and timely project monitoring and reporting mechanism;
- Improve communication and distribution of key information among all those involved in the project;
- Establish effective coordination and collaboration mechanisms with external project entities;
- Monitor compliance with contractual obligations of all parties and adequately document contractual gaps or breaches;
- Ensure that the Government of Suriname has the necessary information and takes appropriate actions to enforce compliance with contractual obligations and improve its position in any litigation or dispute processes;
- Minimize the impact and externalities of the project on the community and improve management strategies for communications with affected parties and beneficiaries.

## 3. Main tasks

In order to achieve the objectives of the contract, the consultant is expected to develop, but not be limited to, the following tasks:

- Review the technical and contractual documentation of the works and supervision contracts in execution, including the designs and technical specifications of the works, Traffic Management Plan (TMP), contractual clauses, as well as all the modifications agreed between the parties;
- Design and coordinate action plans to manage project risks and problems through a preventive strategy;

- Identify main constraints and external interferences of the project and design specific action plans to reduce the impacts on the objectives of the project;
- Maintain a detailed and updated monitoring system of the physical and financial progress of the project that allows for timely identification of deviations from the schedule and budget;
- Coordinate the actions and communications between the different parties involved in the project (contractor, supervision, MoPI and IDB);
- Constantly evaluate and timely warn of breaches of contractual obligations by the supervisory firm, the works contractor and its subcontractors, including contract management aspects, technical aspects, quality and social and environmental management of the project;
- Maintain an updated and orderly record of all communications and exchanges of information between those involved in the project;
- Obtain and periodically review the technical information of the work, including monitoring reports, progress certificates, quality certificates and any other document that contains data about the works in execution;
- Prepare periodic technical reports on the technical aspects of the works, with special emphasis on the analysis of real or potential deviations of construction parameters and quality of the works;
- Conduct daily field visits to the project to follow up on the physical progress, and technical and environmental commitments, including road safety, traffic management, quality of works, etc. At each technical inspection visit, the Consultant must prepare and present recommendations for improvement if deficiencies are found;
- Support the design and implementation of a Grievance Management tool (to be designed and delivered by a third-party consultant) and establish a training program for new users;
- Prepare presentations and executive technical reports for discussion with the Bank, the Executor and the construction and supervisory firms;
- Respond to the technical queries that the Bank and the Executor have made, maintaining a fluid communication through email, videoconferences or other remote communication modes available.

#### **4. Deliverables and payments timeline**

The main deliverables expected from the consultancy are the following:

- General work plan for the consultancy;
- Project monitoring and follow-up system, including physical and financial information,
- Project quality monitoring and deviation resolution system;
- Risk management plan and specific action plans for the management of project issues
- System of documentation and monitoring of project communications, including control of minutes of meetings;
- Monthly reports summarizing the progress of the Sheriff-Mandela project and key aspects of risk management, monitoring tools, action plans and recommendations;
- Implementation reports of the technical and grievance management systems;
- Periodic presentations and specific reports upon request;
- Final report summarizing the work done

The payments schedule will be as follows:

<b>Deliverable</b>	<b>Timeframe</b>	<b>% of contract</b>
Upon signature of contract and delivery of the work plan	Within the first 20 business days of the consultancy	20%
Upon delivery of monthly reports for months 1 and 2 and the project monitoring tool in place,	Month 2	20%
Quality, risk management, progress monitoring and communication strategies and systems implemented	Months 2-3	15%
Upon delivery of updated physical and financial progress report and Project information tool updated	Month 4	15%
Upon delivery of updated project management tools, including progress reports, risk matrix, communication monitoring system	Month 6	15%
Upon delivery of updated project management tools and report on the implementation of the Grievance Management tool	Month 8	15%

## 5. Skills you'll need

- **Education:** Minimum bachelor's degree or equivalent in Civil Engineer, Construction or Architecture
- **Experience:** At least 10 years of experience working with complex construction projects in labors of planning, design or supervision. Experience as project manager for complex engineering projects. Experience with IDB procurement policies and standard contracts for works.
- **Languages:** Fluency in written and oral English is required.
- **Core and technical competencies:** Strong analytical and qualitative skills. Demonstrable experience in the management of interdisciplinary project teams. Project Management formal training. PMP or equivalent certifications are a plus. Excellent written and oral communications; ability to work independently, self-initiative and responsibility. Proficient use of common office and project management software packages.

## 6. Opportunity summary

- **Type of contract:** PEC.
- **Length of contract:** 12 months
- **Starting date:** TBD
- **Location:** Suriname
- **Responsible person:** Pablo Guerrero, Transport Division (INE/TSP).
- **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:** Working with us you will be surrounded by a diverse group of people who have years of experience in all types of development fields, including transportation, health, gender and diversity, communications and much more.

**About us:** At the Inter-American Development Bank, we're devoted to improving lives. Since 1959, we've been a leading source of long-term financing for economic, social, and institutional development in Latin America and the Caribbean. We do more than lending though. We partner with our 48-member countries to provide Latin America and the Caribbean with cutting-edge research about relevant development issues, policy advice to inform their decisions, and technical assistance to improve on the planning and execution of projects. For this, we need people who not only have the right skills, but also are passionate about improving lives.

**Payment and conditions:** Compensation will be determined in accordance with Bank's policies and procedures. The Bank, pursuant to applicable policies, may contribute toward travel and moving expenses. In addition, candidates must be citizens of an IDB member country.

**Visa and work permit:** The Bank, pursuant to applicable policies, may submit a visa request to the applicable immigration authorities; however, the granting of the visa is at the discretion of the immigration authorities. Notwithstanding, it is the responsibility of the candidate to obtain the necessary visa or work permits required by the authorities of the country(ies) in which the services will be rendered to the Bank. If a candidate cannot obtain a visa or work permit to render services to the Bank the contractual offer will be rescinded

**Consanguinity:** Pursuant to applicable Bank policy, candidates with relatives (including the fourth degree of consanguinity and the second degree of affinity, including spouse) working for the IDB, IDB Invest, or MIF as staff members or Complementary Workforce contractuales, will not be eligible to provide services for the Bank.

**Diversity:** The Bank is committed to diversity and inclusion and to providing equal opportunities to all candidates. We embrace diversity based on gender, age, education, national origin, ethnic origin, race, disability, sexual orientation, and religion. We encourage women, Afro-descendants and persons of indigenous origins to apply.

## **TERMS OF REFERENCE**

### **SURINAME**

### **(SU-T1152)**

#### **PROVIDE SOFTWARE AS A SERVICE FOR GRIEVANCE MANAGEMENT**

##### **1. Background and justification**

The management, accompaniment in the execution and monitoring of projects in Surinam demands a considerable effort on the part of the Bank given the scarce capacity of the executing counterparts in handling complex infrastructure contracts, social and environmental management, quality control, among other factors.

Establishing a Grievance Management Mechanism (GMM) at the project level is an important part of preventing and managing environmental and social risk. Affected stakeholders, whether individuals or groups, should have access to a transparent, fair, and equitable mechanism that can act with a degree of independence from the project. GMM are public or private systems and procedures that receive and address concerns. Having an operational GMM at the project level is the responsibility of the borrower. It is required when there is a risk of potential adverse impacts, such as impacts causing displacement, or negative impacts on Indigenous people, but it is always a good practice. Project-Affected Population (PAP) may also communicate concerns and complaints about the nature of the consultation process itself, for example if some feel excluded.

##### **2. Objectives**

The objective of this contract is to provide the services of software tool that allows the responsible for the execution and supervision for the agile, orderly and timely management of the complaints and claims of the communities affected by the projects, in accordance with the IDB's social and environmental management policies and safeguards.

In principle, the project level GMM should serve the following core objectives:

- Collect or capture and store in a timely manner and organized way all the issues of the project;
- Serve as a tool for timely assign responsibilities for resolution of an issue and prevent escalation of problems into social conflict;
- Be an accountability mechanism, where all the project team and relevant stakeholders can access and track the attention of each grievance case;

##### **3. Scope of services**

Under this contract, the firm will be in charge of designing an ad hoc solution for the management of complaints in projects, in accordance with the Bank's social management requirements and policies. The consultant must also develop (or adapt) the solution in an IT platform under the modality of Software as a Service (SAS) and must provide training, maintenance, hosting and administration of the tool for a certain period of time.

##### **4. Activities**

The consultant will be in charge of developing the system in accordance with the practices usually accepted in the computer development industry. The scope of the services includes, but is not limited to the following tasks:

- a) Assessment of needs, processes and policies required by the IDB, Executor and supervisors
- b) Deployment of the system
- c) User's manual and training
- d) Hosting and maintenance of the portal and database (for 1 year)

## 5. Project schedule, deliverables and milestones

The services under this contract must be executed in eight (8) months, according to the following timetable:

Deliverable	M1	M2	M3	M4	M5	M6	M7	M8
List of requirements								
Concept prototype of the tool								
Stable version for testing								
Final version, user manuals, training								

## 6. Reporting requirements

- a) Key project deliverables and milestones must be delivered or executed on the dates proposed by the consultant in his revised work plan. Any changes to the project schedule must have the express approval of the Bank.
- b) The consultant shall maintain close coordination and communication with the Bank and the Minister of Public Infrastructure regarding the execution of activities and events for dissemination, training and dissemination of the products derived from this contract.

## 7. Acceptance criteria

### Functional requirements of the system:

- Record each case, clearly identifying the detail of the complaint, the person filing it, contact information, mail, telephone, date, cause and effect, photos or videos;
- Classify the case according to a predefined list, such as: traffic management, safety, business interruption, drainage problems, damage to private property, accident, etc., etc.
- Assign the case to the stakeholder who must attend to it and notify the rest of the interested parties (IDB, Executor, Supervisor, Builder, etc.). This notification can be for example by means of an e-mail, with a link to see the details and/or an attached full report.
- Monitor the solution of the case and allow the responsible to report when it has been solved (date, actions taken, etc.).
- Allow to close the case or reassign if it was not properly attended.
- Keep statistics of presented cases, open cases, response times, etc.
- Generate reports oriented to each type of involved, with the necessary detail for each one.
- Optionally, notify the interested party of the solution given to their case.

## 8. Qualification requirements

The service provider shall have experience in software services and app hosting and maintenance. Knowledge of the software development lifecycle. Ability to work in fast-paced environment. Ability to develop unit testing of code components or complete applications.

## 9. Supervision and reporting

Pablo Guerrero, Transportation Division Specialist (pablogu@iadb.org), will be responsible for the IDB's supervision of this contract and the approval of the respective contract services, as well as the corresponding payments.

## 10. Schedule of payments

Payment terms will be based on project milestones or deliverables.

<b>Payment schedule</b>	
<b>Deliverable</b>	<b>%</b>
1. List of requirements	20%
2. Concept prototype	20%
3. Stable version	30%
4. Final version, user manuals, training	30%
<b>Total</b>	<b>100%</b>



## **TERMS OF REFERENCE**

### **SURINAM**

#### **SOFTWARE AS A SERVICE FOR PROJECT MANAGEMENT AND INFORMATION SYSTEM**

##### **1. Objectives**

Given the emergency generated by the COVID-19 pandemic, the need arises to generate new mechanisms to those traditionally used, in order to have adequate supervision of work and knowledge in the field of project development of road works carried out by the Ministry of Public Works of Suriname.

In this context, under the successful experience developed by INE, within the framework of INFRADINAMICA, it is proposed to extend this experience in Suriname and implement a digital platform called CAPTUDATA. This tool allows, collect and capture all the information of the follow-ups of the execution and supervision of the road works in the field, allowing to store this information in a repository and provide information in real time to the technical teams of the Bank and the government counterpart who will have an updated knowledge of the project cycle in the field.

CAPTUDATA, provides the tools and components necessary to digitize the processes of capture and management of data taken on site (field / field) through smart mobile devices and / or IoT technology within a secure, consistent, incremental and collaborative storage. It was designed through two environments, the first is a mobile application that collects georeferenced data in the field (images, videos, texts and audios), using mobile devices to generate evidence in real time; It also has a web environment that allows you to view from the computer an operational and executive dashboard of the programs, works and inspections that were taken from the field capture and the administrative details of origin (physical progress, financial, contractors, amounts, start and end dates, among others).

##### **2. Complementarity with smart wallet**

In accordance with the above, the development of CAPTUDATA will be complemented by the information of each loan operation provided by the intelligent portfolio platform, developed by the Bank's representation. In this way, you will have a detailed understanding of both the indicators of execution of the loans, macro, as well as the state of progress of each work at the micro level.

The quick visualization of all the information that the teams will have will allow to quickly detect associated problems together with an assertive diagnosis of the projects.

##### **3. Background of the CAPTUDATA digital platform**

CAPTUDATA, has been used by the Inter-American Development Bank in Costa Rica, El Salvador, Guyana, Panama, Nicaragua, Colombia and Argentina to monitor the progress of the execution of the works that it finances in the country, in an agile and efficient way, where according to the type of program, it is allowed to categorize its monitoring in linear works (of horizontal type such as roads, railways), specific or vertical projects (schools, commands, buildings, among others) or branched works (electricity networks, water networks, sanitation, among others).

That is to say, captudata is a technological platform adjusted and personalized to the client, where it has currently been adjusted to the current needs of the Bank in different representations, thus allowing to digitize the process of inspections in the field, through the capture of evidence on the status and progress of the projects, centralize the information captured, in order to visualize in a graphic and georeferenced way, it also allows you to know the status of the works and the progress throughout the construction period.

#### 4. Benefits of using Captudata

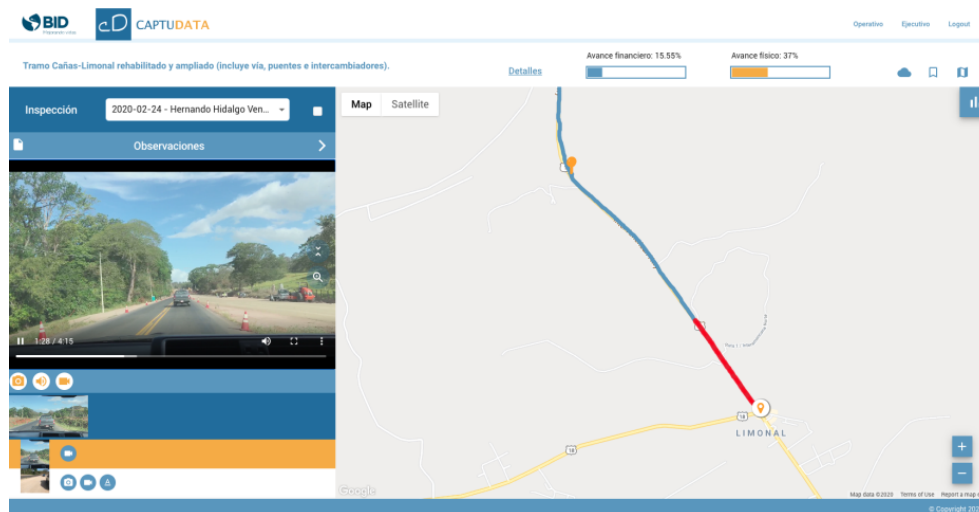
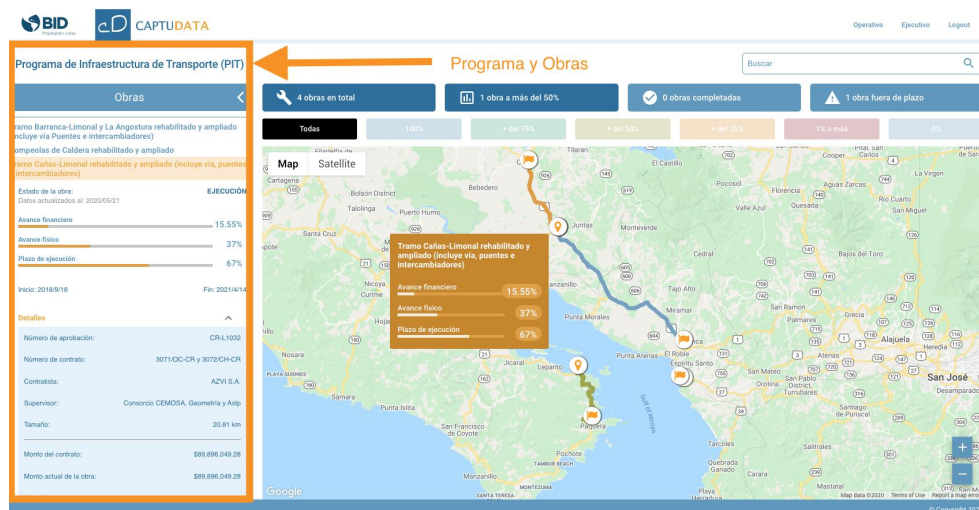
1. Improvement of works monitoring processes: Productivity and simplification of internal processes in terms of the management of works.
2. Adaptability of the platform: Captudata can be adapted to the specific and specific needs of the Bank.
3. Information control: It is an ideal platform for the control of relevant information for the Bank, as well as the analysis of this related to the monitoring of investment, physical and financial progress of works, efficiency of execution of the contractor, geolocation of inspections, among other elements that support decision making.
4. Effective decision making: With the information collected and duly documented, management, managers and personnel in charge of programs and works will be able to observe trends or significant data that help make decisions to mitigate the effect of negative impact, as well as issue alerts on the management of their works.
5. Personalized Reports: For its part, this platform allows you to centralize the information for the generation of reports according to the needs of the Bank or share information to other platforms that are required.

#### 5. Methodology for the implementation of Captudata

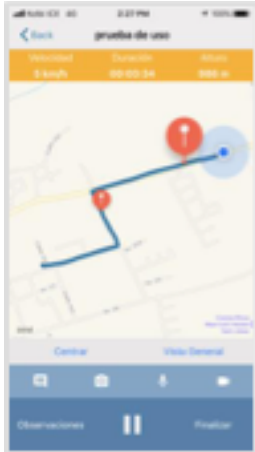
In order to make use of the platform it is required:

1. Define the programs and works that need to be monitored in coordination with the Ministry team.
2. Define the project team members and define their user roles for each work:
  1. Inspectors: Responsible for carrying out inspections of the assigned works through the mobile application and uploading reports to the platform.
  2. Supervisors: Responsible for entering the percentages of physical and financial progress and modifying the amount of the work and the delivery dates
  3. Visualizers: Users who can view the information published by the inspectors in the works to which they have been given access.
  4. Facilitators: Create the programs and works (you must assign the basic details of the works when creating them).
3. Train and train staff according to the role defined for the use of Captudata, through an expert in the management of both the app and the web portal.
4. Make the use of the platform correctly by periodically verifying the updating of the works and their statuses (planning, execution or closure).

## Operational Web Dashboard



## Mobile phone application



## 6. Timeline

As next milestones, the following activities are identified a priori:

1. Collection and loading of information (Programs/Works/Users): 3 weeks
2. Follow-up and coordination meetings with the teams of the Ministry 3 weeks
3. Inspector training: 3 weeks
4. Training for non-inspector users: 2 weeks
5. Run initial inspections: 2 weeks

## 8. Term

The term of service will be 12 months.

## **TERMS OF REFERENCE**

### **SURINAM**

#### **(SU-T1152)**

### **Dissemination and training**

#### **1. Background and Justification**

- 1.1 For most of the population in the Caribbean, access to and the availability of efficient, safe, affordable and universally accessible public transportation services determines their ability to reach education and employment opportunities, as well as healthcare and other public services. In this regard, public transportation is an essential prerequisite for citizens to contribute to and benefit from inclusive growth and sustainable development in the region.
- 1.2 Public transportation systems in Caribbean countries are in varying stages of decline, however, the common sentiment across the region is that the use of public transportation is out of necessity, while personal vehicle ownership is most people's aspiration which once materialized exacerbates the urban traffic congestion. For instance, while 75% of households in Jamaica do not own a car, congestion at peak hours due to overcapacity of roads negatively impacts the quality of urban mobility including public transport.
- 1.3 The available formal public transportation systems in the region are analogue in nature, characterized by decades-old routes and schedules which are paper based and difficult to access, while informal public transport services are uncoordinated, unscheduled and, thus, largely unpredictable and often operate off designated routes. The lack of real time information for users, absence of planned connectivity between different public transport modes makes for long travel times, and unpredictable journeys which is insufficient to meet the needs of the commuting public. Inadequate data and absence of technology-enabled tools for fleet scheduling, tracking and management results in inefficiencies that cause congestion, waste fuel, and result in higher emissions from the transport sector. Weak institutions and limited government oversight considering limited information availability perpetuates the high degree of informality, where in some cases, the vast majority of public transport services can be provided by unregistered, unmonitored transport operators. The high degree of informality also introduces safety concerns for users of these services, which is among the key hindrances preventing a modal shift from private vehicles to public transport and represents a missed opportunity for data collection and strategic planning by service providers, as well as transport planners and regulators.
- 1.4 Moreover, the COVID-19 pandemic has introduced uncertainty on future of mobility patterns, as being in confined spaces with strangers becomes less attractive and containment measures restrict physical movement. The fall in demand for public transportation has undermined the financial health of transit systems that were already losing ridership due to increasing levels of private motorization and the emergence of new, more contagious and deadly variants further complicates the challenge of transport planning. In the short- and medium-term future, technology-enabled tools will be essential to allow commuters to plan their journeys with confidence, allow transport service providers to manage their fleet effectively and respond to demand and the changing health context, and allow regulators and health authorities to make informed decisions and monitor compliance with containment measures. Subsequent waves of re-infection will demand the

flexibility to adapt to a changing situation, as well as safer, less cash-reliant ways to conduct business.

- 1.5 The development and adoption of a common digital platform that provides scheduling, capacity, route information to passengers to facilitate better planning can significantly improve the commuter experience. The same system can also be a source of much-needed usage and capacity data, which help regulators develop and implement more effective, data-driven policies and route development/assignments, better perform oversight function, and inform route design and licensing. For service providers, this data can help to understand and respond to trends in consumer demand and improve service delivery.

## **2. Objective**

- 1.1 The objective of this consultancy is to support the elaboration of multiple knowledge product and dissemination efforts related to the results and outputs of the technical cooperation. The results and outputs are outlined in the Annex I. The activities related to this term of reference must establish a clear relationship between the information presented in the technical cooperation and conclusions that can be drawn from the technical cooperation. The consultancy looks to elaborate on the development of specialized knowledge products – such as demo videos, blogs, and technical notes – and the production of an event to document and disseminate the outputs and lessons learned during the execution of the TC within Surinam.

## **3. Scope of Work**

- 3.1 The following activities describe the scope of work:
  - (i) The technical notes, blogs, infographics and videos must use information learned during the execution of the TC and must extract information from the deliverables produced with the TC and other similar activities.
  - (ii) The technical note would respond concretely to the challenges identified during the preparation and execution of the TC, such as those described above (e.g. macroeconomic and public-sector context; the need for public transport data; the efficiency and service level gains from technology-enabled solutions.
  - (iii) Develop content the meets the following characteristics:
    - (a) Know the main characteristics of transport and the urban areas it serves, including a specific section on gender gaps in urban mobility and road safety.
    - (b) Improve the capacity of urban transport policy formulation and management by local bodies involved in investment, production, and social control.
    - (c) Promote the exchange of information and good practices between transport systems.
    - (d) To guide discussions on the subject and allow the participation of relevant actors.
    - (e) To act as a catalyst for actions to support cities and governments in embracing and financing technology solutions.
    - (f) There is a section of methodological notes, in addition to the delivery of the databases with the information.
  - (iv) Support the planning and execution of an event with relevant stakeholders related to the TC and the elaboration of materials related to the conclusions of the event.

## **4. Deliverables and activities**

4.1 Deliverables and activities:

- (i) Two blogs; one on each of main TC components
- (ii) Two infographics; one on each of main TC components
- (iii) Two videos; one on each of main TC components
- (iv) One virtual event
- (v) One Technical note

**5. Payment Schedule**

- 5.1 To develop the detailed activities, a period of 6 months from the date of subscription of the contract is estimated.

Product	%	Schedule
Product 1 - One virtual event	60%	5 months
Product 2 - One Technical note	4%	6 months
<b>Total</b>	<b>100%</b>	

**6. Summary of Opportunity**

- 6.1 **Experience:** Consultant with at least five to seven years of professional experience in producing material from transport projects for dissemination.
- (i) Experience and knowledge in mobility disruption and its impact in mobility patterns.
  - (ii) Experiencing in preparing technical documents for publishing.
  - (iii) Experience in digital platforms for transport projects.
  - (iv) Fluency in English.
  - (v) Experience with the planning and moderating virtual events.
- 6.2 Type of contract and modality: Lump Sum.
- 6.3 Duration of the contract: 6 months.
- 6.4 Start date: January 2022.

Person responsible: The work, as well as the supervision and approval of reports will be coordinated by Christopher Persaud, Team Leader ([CHRISP@IADB.ORG](mailto:CHRISP@IADB.ORG)), in coordination with Pablo Guerrero, INE/TSP ([PABLOGU@IADB.ORG](mailto:PABLOGU@IADB.ORG)) and Alana Fook (TSP/CJA) ([ALANF@IADB.ORG](mailto:ALANF@IADB.ORG)).

Requirements: The consultants of the firm participating in the project must be citizens of one of the 48 member countries of the IDB and must not have family members currently working in the IDB Group.