BRAZIL

TERMS OF REFERENCE

Component 1: Sustainable Transport and Logistics

Economic Assessment and Feasibility Studies

BR-T1478 - SUSTAINABLE TRANSPORTATION AND LOGISTICS INFRASTRUCTURE

1. Background and Justification

1.1. Transport sector's contribution to Brazil's climate commitments and targets. Non-land use emissions have come primarily from the transport sector (41%); followed by electricity (28%) and other energy uses – manufacturing (15%), industrial processes (13%) and waste (3%). Thus, transport will have a critical role in delivering the country's National Determined Contribution (NDC) under the Paris Agreement, which aims to reduce emissions by 37% from 2005 by 2025.

1.2. The need for investments in transport infrastructure and logistics. The G20's Global Infrastructure Hub estimated Brazil's infrastructure gap in USD 49.5 billion per year up to 2040. The country would require USD 1.2 trillion to meet the current demand for infrastructure, across transport, water, energy, and others. Currently, less than 2% of the Brazilian GDP is invested in infrastructure. The transport sector requires more investment than any other sector and recommended investments for transportation alone is ~1.92% of GDP; around the current value invested in infrastructure as a whole.

1.3. The role of sustainable infrastructure. The incorporation of sustainability across the infrastructure cycle – planning, design, construction, operation and decommissioning – not only results in long-term economic sustainability, but also increases the quality of infrastructure and their resilience to climate change over the entire life cycle of the project; in addition to ensuring social and institutional sustainability. While a significant portion of Brazil's current investments are not as sustainable as they should be, the country has a pipeline of green projects across transport infrastructure, logistics and urban mobility that could attract investments and shift the way infrastructure is planned and deployed. Sustainable infrastructure is essential to leverage sustainable investments in Brazil, ensuring social and economic outcomes are met, as well as the Sustainable Development Goals.

1.4. Sustainable Transport Infrastructure and Logistics Planning. Strategic planning will be critical to deliver sustainable transport infrastructure and logistics. Assessing the potential and economic impacts for low carbon transportation and logistics, including urban areas crossed or impacted by federal infrastructure projects and assets, will guide the development of a structured plan for existing and future projects and assets. This strategic planning is essential to improve the country's competitiveness, services and efficiency, and integrate logistic systems. Therefore, it is essential to define management tools and measurable objectives and targets, including key performance indicators, within Government's infrastructure planning to encourage the adoption of sustainable practices;

particularly targeting high emitting greenhouse gas projects and assets.

1.5. IDB's commitment to climate change. In April 2016, during the Governors of the Bahamas meeting, the Inter-American Development Bank (IDB) Group established a target of channeling 30% of its resources to climate and sustainability. This means that 30% of the projects portfolio and investments shall incorporate mitigation and adaptation measures. The Sustainable Development Sector was created to coordinate efforts in integrating climate as a cross-sectional issue for all sectors, as well as developing climate projects by raising and mobilizing funds from the international cooperation among countries.

1.6. Technical cooperation between the Ministry of Infrastructure and the IDB. In 2017, the Ministry of Infrastructure requested support from the IDB to establish a technical cooperation that would address challenges to transport infrastructure and logistics planning and financing. The "Sustainable Transportation and Logistics Infrastructure" cooperation was designed to support the implementation of strategic activities that will reduce the country's infrastructure gap in the transportation sector, through sustainable infrastructure and funding.

2. Objectives

2.1. The objective of this consultancy is to provide specialized technical services that will support the development of a strategic plan for transport and logistics infrastructure, feeding into the Government's wider Programs. The consultancy firm will provide a series of studies that will map project structuring processes and assess tools and methodologies that should guide the definition of governance models, objectives, targets, and indicators and criteria.

3. Scope of Services

3.1. The consultancy firm must have more than five years of experience with on developing, modelling and assessing infrastructure concessions and private-public partnerships, including the definition of objectives, targets and indicators; management, operation and maintenance of road infrastructure; road operation and safety; and assessment and auditing of technology projects applied to transport infrastructure; and the development of environmental assessment studies for transport projects. These technical services will provide input for the creation of a strategic plan for the Government's concession program, including the testing of the proposed tools and indicators.

4. Key Activities

4.1. The selected consultancy firm will:

a) Develop a diagnosis to map and assess the current project structuring process for partnerships, including Governments Transport Concession Program. This will include the review of objectives that guide the current program and recommendations to support planning and the creation of executing, monitoring and evaluation tools for the program.

b) Design a proposal to improve Government's Road Concession Program, considering national and international sustainable tools and methodologies, as well as Value for Money (VfM) and Public Sector Comparison to measure economic efficiency and effectiveness of the hiring model. This will include the design of improvements in the Program, governance and management

models, guidance, objectives and targets, and indicators and criteria. In addition, the consultancy will also develop monitoring and control mechanisms.

c) **Build a credibility strategy** detailing proposed methods and techniques to monitor the Program, allowing the evaluation of public policies, taking the Ex-Post Practical Guide as a basis. The firm should also develop a methodology to improve the management and supervision of federal highways, considering strategies, methods, techniques, data and indicators that provide information on the Program's efficiency and effectiveness.

d) **Develop an implementation strategy** that will test a pilot project, to assess the recommended methods and techniques, and verify the feasibility of indicators for the evaluation of the Program's performance. In addition, relevant stakeholders should be consulted to test indicators. Based on these tests the proposed methods and techniques will be reviewed.

e) **Develop a monitoring, assessment and control strategy** to disseminate information and tools to relevant government agencies and institutions. A final document consolidating the different strategies will be developed and shared. The firm will also hold workshops and capacity building sessions to ensure understanding and applicability of the system.

5. Expected Outcome and Deliverables

5.1. The following products will be delivered by the consultancy firm:

a) **Diagnosis and Prognostic Report:** i) assessment of the Road Concession Program to guide the Program's development, execution, monitoring and assessment; ii) mapping of project structuring processes for partnerships, including the prioritization of projects through sustainability criteria, including the Program's monitoring and control; iii) identification of external factors that may affect the Program - including traditional and sustainable sources of funding – together with a risk assessment and mitigating actions; iv) identify the purpose, objective, product and activities of the Program.

b) **Strategic Planning Report:** develop a strategic planning proposal to improve the Road Concession Program. The report will include techniques, methods and international best practices to assess project eligibility; Program design, governance and management model and targets that ensure sustainability across investments life-cycle; practical and measurable indicators and objectives, including parameters for its selection and measurement; and feasibility of Value for Money (VfM) and Public Sector Comparison analysis.

c) **Road Concession Program Handbook:** methodology proposal to monitor the Program, based on the proposed indicators; allowing the assessment of the Program's performance and design, as well as the adoption of strategic guidelines. This will also include the validation of the methodology.

d) **Capacity Building and Training:** delivery of capacity and training sessions to disseminate the Road Concession Program Handbook, including the elaboration and distribution of printed material.

e) **Final Report and Presentation Pack:** dissemination material to communicate final results, which will include texts of up to 800 words in blog format and a power point presentation for each report, one text of up to 5,000

characters on the projects progress for IDB publications. These products are subject to changes made by the IDB Team.

6. Reporting Requirements

6.1. All products should be prepared in Portuguese and in digital format and must be submitted to the IDB for approval. All spreadsheets and files must be delivered in editable format, allowing changes to the documents, in Microsoft Office, and when applicable, in georeferenced data format for Google Earth and GIS Software. Spreadsheets, charts, formulas and background data for the simulation of scenarios or context must be delivered by the consultancy in full and cannot contain macros or functions that do not exist or are not understood by the file formats defined above. All information contained in reports, spreadsheets and other documents must be traceable and have their sources identified.

6.2. The final version of each product, approved by the IDB, must undergo a professional proofread for Portuguese to level the language according to average requirements of government publications.

6.3. A planning report will be prepared to set milestones for the delivery of the reports and description of project activities. In addition to the planning report, technical reports will be developed to document activity progress and outcomes; and a final report will be prepared to present the projects outcome.

7. Acceptance Criteria

7.1. The IDB will have 15 workdays, after the submission of products, to assess preliminary versions.

7.2. In the case of approval, the IDB will communicate the consultancy firm about the product acceptance.

7.3. In the case of partial approval, the IDB will indicate the points to be changed, and will request for an updated version to be send within an agreed timeline.

7.4. Only after the IDB's approval of the product will the payment be processed.

8. Other Requirements

8.1. The consultancy firm will need to meet the following requirements:

a. Citizenship: The consultancy firm should be in one of the IDB's 48 member countries.

b. Consanguinity: In accordance Bank Policy, firms with relatives (including fourth degree of n up to fourth degree of consanguinity and second degree of affinity, including spouse) working for the IDB Group are not eligible to provide services to the Bank.

c. Core and Technical Competencies: for the execution of the consultancy services, the firm should have the following core and technical competencies:

i. Core Experience: Legal or not-for-profit legal entity with experience in the elaboration, modeling and evaluation of modeling studies of concessions or PPPs of transport infrastructure; Planning and monitoring of transport portfolios, including the establishment of sustainable objectives, targets and indicators; Highway management, operation and/or maintenance; Execution of technical services of operation and safety in Road Programs; Preparation, evaluation or audit of technology projects applied to road

transport (ITS or IOT); Preparation and evaluation of environmental studies for road projects.

ii. **Technical Experience:** Experience in the design of performance indicators and in the design and implementation of a risk management system for transport infrastructure projects with Public-Private participation.

iii. **Team**: The consultancy firm must have the following experts.

- Coordinator: with a postgraduate degree in the subjects related to this consultancy. Must show a minimum of 15 years of professional experience. Previous experience with projects with the Bank is highly desirable;
- Expert with at least 5 years of experience in the design of performance indicators for infrastructure projects with Public-Private participation;
- Expert with at least 5 years of experience in designing and implementing risk management systems in Public-Private infrastructure ventures.

iv. **Additional Requirements:** The following requirements will give the consultancy firms extra points within the selection process:

- In addition to the core team, the inclusion of other experts participating in the project with at least 5 years of experience in carrying out economic-financial and legal-regulatory feasibility studies for the preparation of Public-Private transport infrastructure projects. The presentation of postgraduate diplomas will result in additional points.
- The inclusion of additional team or expert profiles to those indicated in the TOR, indicating individual tasks and objectives to improve the outcome of the consultancy and reduce the time in developing the product (s), if relevant to the proposal, will result in additional points.

9. Supervision and Reporting

9.1. The work will be overseen by the Ministry of Infrastructure in coordination with a Senior Specialist for Climate Change and Sustainability of Division of Climate and Sustainability Division in Brasilia-DF, Brazil (CCS-CBR).

10. Schedule of Payments

10.1. Payment terms will be based on project milestones or deliverables. The Bank does not expect to make advance payments under consulting contracts unless a significant amount of travel is required. The Bank wishes to receive the most competitive cost proposal for the services described herein.

10.2. The IDB Official Exchange Rate indicated in the RFP will be applied for necessary conversions of local currency payments.

Payment Schedule	
Deliverable	**%**
1. Presentation and approval of Work Plan	10%
2. Diagnosis Report	10%
3. Strategic Planning Report	20%
4. Transport and Logistic Program Manual	30%
5. Capacity Building and Training Sessions	20%
6. Final presentation and approvals	10%
TOTAL	100%

BRAZIL

TERMS OF REFERENCE

Component 2 and 3: Incorporating Climate Resilience Risk into Infrastructure Planning and Mobilizing Private Investment through Sustainable Finance

BR-T1478 - SUSTAINABLE TRANSPORTATION AND LOGISTICS INFRASTRUCTURE

1. Background and Justification

1.1. Transport sector's contribution to Brazil's climate commitments and targets. Non-land use emissions have come primarily from the transport sector (41%); followed by electricity (28%) and other energy uses – manufacturing (15%), industrial processes (13%) and waste (3%). Thus, transport will have a critical role in delivering the country's National Determined Contribution (NDC) under the Paris Agreement, which aims to reduce emissions by 37% from 2005 by 2025.

1.2. The need for investments in transport infrastructure and logistics. The G20's Global Infrastructure Hub estimated Brazil's infrastructure gap in USD 49.5 billion per year up to 2040. The country would require USD 1.2 trillion to meet the current demand for infrastructure, across transport, water, energy, and others. Currently, less than 2% of the Brazilian GDP is invested in infrastructure. The transport sector requires more investment than any other sector and recommended investments for transportation alone is ~1.92% of GDP; around the current value invested in infrastructure as a whole.

1.3. The role of sustainable infrastructure and finance. The incorporation of sustainability across the infrastructure cycle – planning, design, construction, operation and decommissioning – not only results in long-term economic sustainability, but also increases the quality of infrastructure and their resilience to climate change over the entire life cycle of the project; in addition to ensuring social and institutional sustainability. While a significant portion of Brazil's current investments are not as sustainable as they should be, the country has a pipeline of green projects across transport infrastructure, logistics and urban mobility that could attract investments and shift the way infrastructure is planned and deployed. Sustainable infrastructure is essential to leverage sustainable investments in Brazil, ensuring social and economic outcomes are met, as well as the Sustainable Development Goals.

1.4. Sustainable Transport Infrastructure and Logistics Planning. Strategic planning will be critical to deliver sustainable transport infrastructure and logistics. Assessing the potential and economic impacts for low carbon transportation and logistics, including urban areas crossed or impacted by federal infrastructure projects and assets, will guide the development of a structured plan for existing and future projects and assets. This strategic planning is essential to improve the country's competitiveness, services and efficiency, and integrate logistic systems. Therefore, it is essential to define management tools and measurable objectives and targets, including key performance indicators, within Government's infrastructure planning to encourage the adoption of sustainable practices; particularly targeting high emitting greenhouse gas projects and assets.

1.5. IDB's commitment to climate change. In April 2016, during the Governors of the Bahamas meeting, the Inter-American Development Bank (IDB) Group established a target of channeling 30% of its resources to climate and sustainability. This means that 30% of the projects portfolio and investments shall incorporate mitigation and adaptation measures. The Sustainable Development Sector was created to coordinate efforts in integrating climate as a cross-sectional issue for all sectors, as well as developing climate projects by raising and mobilizing funds from the international cooperation among countries.

1.6. Technical cooperation between the Ministry of Infrastructure and the IDB. In 2017, the Ministry of Infrastructure requested support from the IDB to establish a technical cooperation that would address challenges to transport infrastructure and logistics planning and financing. The "Sustainable Transportation and Logistics Infrastructure" cooperation was designed to support the implementation of strategic activities that will reduce the country's infrastructure gap in the transportation sector, through sustainable infrastructure and funding.

2. Objectives

2.1. The objective of this consultancy is to support the incorporation of climate resilience principles to infrastructure and multi-modal planning. The consultancy firm will define clear indicators and metrics to mitigate climate risk and exposure in transport infrastructure. The firm will also identify bottlenecks to finance sustainable transport infrastructure and will propose financial instruments to attract private funding, including a pilot project that incorporates climate resilience principles.

3. Scope of Services

3.1. The consultancy firm must have at least ten years of experience on developing climate standards and indicators, including mitigation, and adaptation and resilience principles. The firm should also have experience on sustainable transport infrastructure and sustainable finance mechanisms to support the mobilization of private funding. These two services will support government and public and private market players to develop and implement sustainable infrastructure through guidance on the principles that should be incorporated; as well as a pilot project to test the proposed indicators and funding alternatives.

4. Key Activities

4.1. The selected consultancy firm will:

a) Develop a climate risk assessment to identify the main risks and exposure to transport infrastructure and logistics systems in Brazil. This analysis will feed into the development of a proposal to incorporate climate resilience principles into transport infrastructure and logistics planning, and project design and implementation.

b) Elaborate a climate resilience guide this document will contain the indicators and metrics the government and other market players should consider to improve the resilience of transport infrastructure and logistic projects and assets.

c) Organize workshops to consult government and relevant stakeholders on

the incorporation of climate resilience principles. The consultancy firm should three roundtables to discuss the proposal and take recommendations into consideration.

d) **Deliver capacity building sessions** to government and market on climate risks and the incorporation of climate resilience principles. This will include the development of tailored sessions to selected target audiences.

e) **Develop a diagnosis** on the financial bottlenecks for transport infrastructure and logistic funding and how to attract private investment. This will also include the review of international cases studies to inform the market.

f) **Build capacity on sustainable finance** to inform government and market on the credentials that should be included in transport infrastructure projects and assets, how to screen eligible projects and assets that can attract sustainable funding.

g) **Design new financial instruments** that can mobilize funding for sustainable and climate resilient projects and assets. This can include innovative mechanisms, blended finance, loans, amongst others.

h) **Implement a pilot project** to demonstrate how the incorporation of sustainability and resilience principles can fund transport infrastructure and logistics systems. Based on the outcomes of the pilot projects, proposed instruments may be reviewed and scaled. The firm will work closely with the IDB on the selection of the pilot project.

5. Expected Outcome and Deliverables

5.1. The following products will be delivered by the consultancy firm:

a) **Climate Risk Assessment Report:** i) assessment of current and excepted climate hazards of transport infrastructure and logistics systems; ii) mapping of impact to projects within governments concession program; iii) identification of mitigation measures to reduce climate-related risks.

b) **Climate Resilience Guide:** develop a strategic guide proposing climate resilience principles government should integrate into planning and that should be addressed by other market players.

c) **Capacity Building and Training:** delivery of workshops and capacity building sessions for government and market stakeholders to disseminate climate resilience principles and indicators, as well as sustainable finance guidance and eligibility criteria.

d) **Financial Diagnosis:** report mapping the main bottlenecks for the funding of transport infrastructure and logistic systems, including existing alternatives in the market and recommendation for new financial mechanisms.

e) **New Financial Instruments:** development of new financial mechanisms to address funding bottlenecks in Brazil's transport and logistics sector.

f) **Pilot Project:** identification and development of a sustainable transport infrastructure or logistics pilot project to test proposed financial instrument.

6. Reporting Requirements

6.1. All products should be prepared in Portuguese and in digital format and must be submitted to the IDB for approval. All files must be delivered in editable format, allowing changes to the documents, in Microsoft Office. All information contained in reports and other documents must be traceable and have their sources identified.

6.2. The final version of each product, approved by the IDB, must undergo a professional proofread for Portuguese to level the language according to average requirements of government publications.

6.3. A planning report will be prepared to set milestones for the delivery of the reports and description of project activities. In addition to the planning report, technical reports will be developed to document activity progress and outcomes; and a final report will be prepared to present the projects outcome.

7. Acceptance Criteria

7.1. The IDB will have 15 workdays, after the submission of products, to assess preliminary versions.

7.2. In the case of approval, the IDB will communicate the consultancy firm about the product acceptance.

7.3. In the case of partial approval, the IDB will indicate the points to be changed, and will request for an updated version to be send within an agreed timeline.

7.4. Only after the IDB's approval of the product will the payment be processed.

8. Other Requirements

8.1. The consultancy firm will need to meet the following requirements:

a. Citizenship: The consultancy firm should be in one of the IDB's 48 member countries.

b. Consanguinity: In accordance Bank Policy, firms with relatives (including fourth degree of n up to fourth degree of consanguinity and second degree of affinity, including spouse) working for the IDB Group are not eligible to provide services to the Bank.

c. Core and Technical Competencies: for the execution of the consultancy services, the firm should have the following core and technical competencies:

i. Core Experience: Legal or not-for-profit legal entity with experience in climate change, climate adaptation and resilience, elaboration of climate standards and sectoral criteria; sustainable finance and development of proposals for alternative sources of funding; execution of technical assistance on sustainable and green indicators for transport and infrastructure.

ii. Technical Experience: Experience in developing climate resilience indicators, assessing adaptation and resilience of infrastructure projects and assets; as well as incorporating climate resilience principles at an upstream and downstream level. Expertise in sustainable finance market and mechanisms.

iii. Team: The consultancy firm must have the following experts.

- Coordinator: with a postgraduate degree in the subjects related to this consultancy. Must show a minimum of 10 years of professional experience. Previous experience with projects with the Bank is highly desirable;
- Expert with at least 5 years of experience in the design of climate standards and indicators.
- Expert with at least 5 years of experience in sustainable finance and sustainable finance mechanisms.

iv. Additional Requirements: The following requirements will give the consultancy firms extra points within the selection process:

- In addition to the core team, the inclusion of other experts participating in the project with at least 5 years of experience in transport infrastructure and logistics systems and sustainable finance mechanisms design. The presentation of postgraduate diplomas will result in additional points.
- The inclusion of additional team or expert profiles to those indicated in the TOR, indicating individual tasks and objectives to improve the outcome of the consultancy and reduce the time in developing the product (s), if relevant to the proposal, will result in additional points.

9. Supervision and Reporting

9.1. The work will be overseen by the Ministry of Infrastructure in coordination with a Senior Specialist for Climate Change and Sustainability of Division of Climate and Sustainability Division in Brasilia-DF, Brazil (CCS-CBR).

10. Schedule of Payments

10.1. Payment terms will be based on project milestones or deliverables. The Bank does not expect to make advance payments under consulting contracts unless a significant amount of travel is required. The Bank wishes to receive the most competitive cost proposal for the services described herein.

10.2. The IDB Official Exchange Rate indicated in the RFP will be applied for necessary conversions of local currency payments.

Payment Schedule	
Deliverable	**%**
1. Climate Risk Assessment and Guide	20%
2. Climate Resilience Workshops and Capacity Building Sessions	10%
3. Financial Diagnosis	30%
4. Sustainable Finance Capacity Building	10%
5. Design of New Financial Instruments	20%
6. Pilot Project	10%
TOTAL	100%

BRAZIL

TERMS OF REFERENCE

Component 2: Incorporating Climate Resilience Risk into Infrastructure Planning

BR-T1478 - SUSTAINABLE TRANSPORTATION AND LOGISTICS INFRASTRUCTURE

1. Background and Justification

1.1. Transport sector's contribution to Brazil's climate commitments and targets. Non-land use emissions have come primarily from the transport sector (41%); followed by electricity (28%) and other energy uses – manufacturing (15%), industrial processes (13%) and waste (3%). Thus, transport will have a critical role in delivering the country's National Determined Contribution (NDC) under the Paris Agreement, which aims to reduce emissions by 37% from 2005 by 2025.

1.2. The need for investments in transport infrastructure and logistics. The G20's Global Infrastructure Hub estimated Brazil's infrastructure gap in USD 49.5 billion per year up to 2040. The country would require USD 1.2 trillion to meet the current demand for infrastructure, across transport, water, energy, and others. Currently, less than 2% of the Brazilian GDP is invested in infrastructure. The transport sector requires more investment than any other sector and recommended investments for transportation alone is ~1.92% of GDP; around the current value invested in infrastructure as a whole.

1.3. The role of sustainable infrastructure and finance. The incorporation of sustainability across the infrastructure cycle – planning, design, construction, operation and decommissioning – not only results in long-term economic sustainability, but also increases the quality of infrastructure and their resilience to climate change over the entire life cycle of the project; in addition to ensuring social and institutional sustainability. While a significant portion of Brazil's current investments are not as sustainable as they should be, the country has a pipeline of green projects across transport infrastructure, logistics and urban mobility that could attract investments and shift the way infrastructure is planned and deployed. Sustainable infrastructure is essential to leverage sustainable investments in Brazil, ensuring social and economic outcomes are met, as well as the Sustainable Development Goals.

1.4. Sustainable Transport Infrastructure and Logistics Planning. Strategic planning will be critical to deliver sustainable transport infrastructure and logistics. Assessing the potential and economic impacts for low carbon transportation and logistics, including urban areas crossed or impacted by federal infrastructure projects and assets, will guide the development of a structured plan for existing and future projects and assets. This strategic planning is essential to improve the country's competitiveness, services and efficiency, and integrate logistic systems. Therefore, it is essential to define management tools and measurable objectives and targets, including key performance indicators, within Government's infrastructure planning to encourage the adoption of sustainable practices; particularly targeting high emitting greenhouse gas projects and assets.

1.5. IDB's commitment to climate change. In April 2016, during the Governors of the Bahamas meeting, the Inter-American Development Bank (IDB) Group

established a target of channeling 30% of its resources to climate and sustainability. This means that 30% of the projects portfolio and investments shall incorporate mitigation and adaptation measures. The Sustainable Development Sector was created to coordinate efforts in integrating climate as a cross-sectional issue for all sectors, as well as developing climate projects by raising and mobilizing funds from the international cooperation among countries.

1.6. Technical cooperation between the Ministry of Infrastructure and the IDB. In 2017, the Ministry of Infrastructure requested support from the IDB to establish a technical cooperation that would address challenges to transport infrastructure and logistics planning and financing. The "Sustainable Transportation and Logistics Infrastructure" cooperation was designed to support the implementation of strategic activities that will reduce the country's infrastructure gap in the transportation sector, through sustainable infrastructure and funding.

2. Objectives

2.1. The objective of this consultancy is to support the incorporation of climate resilience principles to infrastructure and multi-modal planning. The consultancy firm will define clear indicators and metrics to mitigate climate risk and exposure in transport infrastructure.

3. Scope of Services

3.1. The consultancy firm must have at least ten years of experience on developing climate standards and indicators, including mitigation, and adaptation and resilience principles. This service will support government and public and private market players to develop and implement sustainable infrastructure through guidance on the principles that should be incorporated.

4. Key Activities

4.1. The selected consultancy firm will:

a) Develop a climate risk assessment to identify the main risks and exposure to transport infrastructure and logistics systems in Brazil. This analysis will feed into the development of a proposal to incorporate climate resilience principles into transport infrastructure and logistics planning, and project design and implementation.

b) Elaborate a climate resilience guide this document will contain the indicators and metrics the government and other market players should consider to improve the resilience of transport infrastructure and logistic projects and assets.

c) Organize workshops to consult government and relevant stakeholders on the incorporation of climate resilience principles. The consultancy firm should three roundtables to discuss the proposal and take recommendations into consideration.

d) Deliver capacity building sessions to government and market on climate risks and the incorporation of climate resilience principles. This will include the development of tailored sessions to selected target audiences.

5. Expected Outcome and Deliverables

5.1. The following products will be delivered by the consultancy firm:

a) Climate Risk Assessment Report: i) assessment of current and excepted climate hazards of transport infrastructure and logistics systems; ii) mapping of impact to projects within governments concession program; iii) identification of mitigation measures to reduce climate-related risks.

b) Climate Resilience Guide: develop a strategic guide proposing climate resilience principles government should integrate into planning and that should be addressed by other market players.

c) Capacity Building and Training: delivery of workshops and capacity building sessions for government and market stakeholders to disseminate climate resilience principles and indicators, as well as sustainable finance guidance and eligibility criteria.

6. Reporting Requirements

6.1. All products should be prepared in Portuguese and in digital format and must be submitted to the IDB for approval. All files must be delivered in editable format, allowing changes to the documents, in Microsoft Office. All information contained in reports and other documents must be traceable and have their sources identified.

6.2. The final version of each product, approved by the IDB, must undergo a professional proofread for Portuguese to level the language according to average requirements of government publications.

6.3. A planning report will be prepared to set milestones for the delivery of the reports and description of project activities. In addition to the planning report, technical reports will be developed to document activity progress and outcomes; and a final report will be prepared to present the projects outcome.

7. Acceptance Criteria

7.1. The IDB will have 15 workdays, after the submission of products, to assess preliminary versions.

7.2. In the case of approval, the IDB will communicate the consultancy firm about the product acceptance.

7.3. In the case of partial approval, the IDB will indicate the points to be changed, and will request for an updated version to be send within an agreed timeline.

7.4. Only after the IDB's approval of the product will the payment be processed.

8. Other Requirements

8.1. The consultancy firm will need to meet the following requirements:

a. Citizenship: The consultancy firm should be in one of the IDB's 48 member countries.

b. Consanguinity: In accordance Bank Policy, firms with relatives (including fourth degree of n up to fourth degree of consanguinity and second degree of affinity, including spouse) working for the IDB Group are not eligible to provide services to the Bank.

c. Core and Technical Competencies: for the execution of the consultancy services, the firm should have the following core and technical competencies:

i. Core Experience: Legal or not-for-profit legal entity with experience in climate change, climate adaptation and resilience, elaboration of climate standards and sectoral criteria; sustainable finance and development of proposals for alternative sources of funding; execution of technical assistance on sustainable and green indicators for transport and infrastructure.

ii. Technical Experience: Experience in developing climate resilience indicators, assessing adaptation and resilience of infrastructure projects and assets; as well as incorporating climate resilience principles at an upstream and downstream level. Expertise in sustainable finance market and mechanisms.

iii. Team: The consultancy firm must have the following experts.

- Coordinator: with a postgraduate degree in the subjects related to this consultancy. Must show a minimum of 10 years of professional experience. Previous experience with projects with the Bank is highly desirable;
- Expert with at least 5 years of experience in the design of climate standards and indicators;
- Expert with at least 5 years of experience in sustainable finance and sustainable finance mechanisms.

iv. Additional Requirements: The following requirements will give the consultancy firms extra points within the selection process:

- In addition to the core team, the inclusion of other experts participating in the project with at least 5 years of experience in transport infrastructure and logistics systems and sustainable finance mechanisms design. The presentation of postgraduate diplomas will result in additional points.
- The inclusion of additional team or expert profiles to those indicated in the TOR, indicating individual tasks and objectives to improve the outcome of the consultancy and reduce the time in developing the product (s), if relevant to the proposal, will result in additional points.

9. Supervision and Reporting

9.1. The work will be overseen by the Ministry of Infrastructure in coordination with a Senior Specialist for Climate Change and Sustainability of Division of Climate and Sustainability Division in Brasilia-DF, Brazil (CCS-CBR).

10. Schedule of Payments

10.1. Payment terms will be based on project milestones or deliverables. The Bank does not expect to make advance payments under consulting contracts unless a significant amount of travel is required. The Bank wishes to receive the most competitive cost proposal for the services described herein.

10.2. The IDB Official Exchange Rate indicated in the RFP will be applied for necessary conversions of local currency payments.

Payment Schedule	
Deliverable	**%**
1. Climate Risk Assessment Report	20%
2. Climate Risk Assessment and Guide	50%
3. Climate Resilience Workshops and Capacity Building Sessions	30%
TOTAL	100%

BRAZIL

TERMS OF REFERENCE

Component 3: Mobilizing Private Investment through Sustainable Finance

BR-T1478 - SUSTAINABLE TRANSPORTATION AND LOGISTICS INFRASTRUCTURE

1. Background and Justification

1.1. Transport sector's contribution to Brazil's climate commitments and targets. Non-land use emissions have come primarily from the transport sector (41%); followed by electricity (28%) and other energy uses – manufacturing (15%), industrial processes (13%) and waste (3%). Thus, transport will have a critical role in delivering the country's National Determined Contribution (NDC) under the Paris Agreement, which aims to reduce emissions by 37% from 2005 by 2025.

1.2. The need for investments in transport infrastructure and logistics. The G20's Global Infrastructure Hub estimated Brazil's infrastructure gap in USD 49.5 billion per year up to 2040. The country would require USD 1.2 trillion to meet the current demand for infrastructure, across transport, water, energy, and others. Currently, less than 2% of the Brazilian GDP is invested in infrastructure. The transport sector requires more investment than any other sector and recommended investments for transportation alone is ~1.92% of GDP; around the current value invested in infrastructure as a whole.

1.3. The role of sustainable infrastructure and finance. The incorporation of sustainability across the infrastructure cycle – planning, design, construction, operation and decommissioning – not only results in long-term economic sustainability, but also increases the quality of infrastructure and their resilience to climate change over the entire life cycle of the project; in addition to ensuring social and institutional sustainability. While a significant portion of Brazil's current investments are not as sustainable as they should be, the country has a pipeline of green projects across transport infrastructure, logistics and urban mobility that could attract investments and shift the way infrastructure is planned and deployed. Sustainable infrastructure is essential to leverage sustainable investments in Brazil, ensuring social and economic outcomes are met, as well as the Sustainable Development Goals.

1.4. Sustainable Transport Infrastructure and Logistics Planning. Strategic planning will be critical to deliver sustainable transport infrastructure and logistics. Assessing the potential and economic impacts for low carbon transportation and logistics, including urban areas crossed or impacted by federal infrastructure projects and assets, will guide the development of a structured plan for existing and future projects and assets. This strategic planning is essential to improve the country's competitiveness, services and efficiency, and integrate logistic systems. Therefore, it is essential to define management tools and measurable objectives and targets, including key performance indicators, within Government's infrastructure planning to encourage the adoption of sustainable practices; particularly targeting high emitting greenhouse gas projects and assets.

1.5. IDB's commitment to climate change. In April 2016, during the Governors of the Bahamas meeting, the Inter-American Development Bank (IDB) Group

established a target of channeling 30% of its resources to climate and sustainability. This means that 30% of the projects portfolio and investments shall incorporate mitigation and adaptation measures. The Sustainable Development Sector was created to coordinate efforts in integrating climate as a cross-sectional issue for all sectors, as well as developing climate projects by raising and mobilizing funds from the international cooperation among countries.

1.6. Technical cooperation between the Ministry of Infrastructure and the IDB. In 2017, the Ministry of Infrastructure requested support from the IDB to establish a technical cooperation that would address challenges to transport infrastructure and logistics planning and financing. The "Sustainable Transportation and Logistics Infrastructure" cooperation was designed to support the implementation of strategic activities that will reduce the country's infrastructure gap in the transportation sector, through sustainable infrastructure and funding.

2. Objectives

2.1. The objective of this consultancy is to identify bottlenecks to finance sustainable transport infrastructure and will propose financial instruments to attract private funding, including a pilot project that incorporates climate resilience principles.

3. Scope of Services

3.1. The consultancy firm should have experience on sustainable transport infrastructure and sustainable finance mechanisms to support the mobilization of private funding. This service will support government and public and private market players to develop and implement sustainable infrastructure through guidance on the principles that should be incorporated; as well as a pilot project to test the proposed indicators and funding alternatives.

4. Key Activities

4.1. The selected consultancy firm will:

a) Develop a diagnosis on the financial bottlenecks for transport infrastructure and logistic funding and how to attract private investment. This will also include the review of international cases studies to inform the market.

b) Build capacity on sustainable finance to inform government and market on the credentials that should be included in transport infrastructure projects and assets, how to screen eligible projects and assets that can attract sustainable funding.

c) Design new financial instruments that can mobilize funding for sustainable and climate resilient projects and assets. This can include innovative mechanisms, blended finance, loans, amongst others.

d) Implement a pilot project to demonstrate how the incorporation of sustainability and resilience principles can fund transport infrastructure and logistics systems. Based on the outcomes of the pilot projects, proposed instruments may be reviewed and scaled. The firm will work closely with the IDB on the selection of the pilot project.

5. Expected Outcome and Deliverables

5.1. The following products will be delivered by the consultancy firm:

a) **Financial Diagnosis:** report mapping the main bottlenecks for the funding of transport infrastructure and logistic systems, including existing alternatives in the market and recommendation for new financial mechanisms.

b) **New Financial Instruments:** development of new financial mechanisms to address funding bottlenecks in Brazil's transport and logistics sector.

c) **Pilot Project:** identification and development of a sustainable transport infrastructure or logistics pilot project to test proposed financial instrument.

6. Reporting Requirements

6.1. All products should be prepared in Portuguese and in digital format and must be submitted to the IDB for approval. All files must be delivered in editable format, allowing changes to the documents, in Microsoft Office. All information contained in reports and other documents must be traceable and have their sources identified.

6.2. The final version of each product, approved by the IDB, must undergo a professional proofread for Portuguese to level the language according to average requirements of government publications.

6.3. A planning report will be prepared to set milestones for the delivery of the reports and description of project activities. In addition to the planning report, technical reports will be developed to document activity progress and outcomes; and a final report will be prepared to present the projects outcome.

7. Acceptance Criteria

7.1. The IDB will have 15 workdays, after the submission of products, to assess preliminary versions.

7.2. In the case of approval, the IDB will communicate the consultancy firm about the product acceptance.

7.3. In the case of partial approval, the IDB will indicate the points to be changed, and will request for an updated version to be send within an agreed timeline.

7.4. Only after the IDB's approval of the product will the payment be processed.

8. Other Requirements

8.1. The consultancy firm will need to meet the following requirements:

a. Citizenship: The consultancy firm should be in one of the IDB's 48 member countries.

b. Consanguinity: In accordance Bank Policy, firms with relatives (including fourth degree of n up to fourth degree of consanguinity and second degree of affinity, including spouse) working for the IDB Group are not eligible to provide services to the Bank.

c. Core and Technical Competencies: for the execution of the consultancy services, the firm should have the following core and technical competencies:

i. **Core Experience:** Legal or not-for-profit legal entity with experience in climate change, climate adaptation and resilience, elaboration of climate standards and sectoral criteria; sustainable finance and development of proposals for alternative sources of funding; execution of technical

assistance on sustainable and green indicators for transport and infrastructure.

ii. **Technical Experience:** Experience in developing climate resilience indicators, assessing adaptation and resilience of infrastructure projects and assets; as well as incorporating climate resilience principles at an upstream and downstream level. Expertise in sustainable finance market and mechanisms.

iii. **Team**: The consultancy firm must have the following experts: (a) coordinator: with a postgraduate degree in the subjects related to this consultancy. Must show a minimum of 10 years of professional experience. Previous experience with projects with the Bank is highly desirable; (b) expert with at least 5 years of experience in the design of climate standards and indicators; and (c) expert with at least 5 years of experience in sustainable finance and sustainable finance mechanisms.

iv. **Additional Requirements:** The following requirements will give the consultancy firms extra points within the selection process: (a) in addition to the core team, the inclusion of other experts participating in the project with at least 5 years of experience in transport infrastructure and logistics systems and sustainable finance mechanisms design. The presentation of postgraduate diplomas will result in additional points; and (b) the inclusion of additional team or expert profiles to those indicated in the TOR, indicating individual tasks and objectives to improve the outcome of the consultancy and reduce the time in developing the product (s), if relevant to the proposal, will result in additional points.

9. Supervision and Reporting

9.1. The work will be overseen by the Ministry of Infrastructure in coordination with a Senior Specialist for Climate Change and Sustainability of Division of Climate and Sustainability Division in Brasilia-DF, Brazil (CCS-CBR).

10. Schedule of Payments

10.1. Payment terms will be based on project milestones or deliverables. The Bank does not expect to make advance payments under consulting contracts unless a significant amount of travel is required. The Bank wishes to receive the most competitive cost proposal for the services described herein.

10.2. The IDB Official Exchange Rate indicated in the RFP will be applied for necessary conversions of local currency payments.

Payment Schedule	
Deliverable	**%**
4. Financial Diagnosis	20%
5. Sustainable Finance Capacity Building	30%
6. Design of New Financial Instruments	30%
7. Pilot Project	20%
TOTAL	100%

BRAZIL

TERMS OF REFERENCE

Component 4: Knowledge Dissemination on Sustainable Transport and Logistic Infrastructure and Climate Change

BR-T1478 - SUSTAINABLE TRANSPORTATION AND LOGISTICS INFRASTRUCTURE

1. Background and Justification

1.1. Transport sector's contribution to Brazil's climate commitments and targets. Non-land use emissions have come primarily from the transport sector (41%); followed by electricity (28%) and other energy uses – manufacturing (15%), industrial processes (13%) and waste (3%). Thus, transport will have a critical role in delivering the country's National Determined Contribution (NDC) under the Paris Agreement, which aims to reduce emissions by 37% from 2005 by 2025.

1.2. The need for investments in transport infrastructure and logistics. The G20's Global Infrastructure Hub estimated Brazil's infrastructure gap in USD 49.5 billion per year up to 2040. The country would require USD 1.2 trillion to meet the current demand for infrastructure, across transport, water, energy, and others. Currently, less than 2% of the Brazilian GDP is invested in infrastructure. The transport sector requires more investment than any other sector and recommended investments for transportation alone is ~1.92% of GDP; around the current value invested in infrastructure as a whole.

1.3. The role of sustainable infrastructure and finance. The incorporation of sustainability across the infrastructure cycle – planning, design, construction, operation and decommissioning – not only results in long-term economic sustainability, but also increases the quality of infrastructure and their resilience to climate change over the entire life cycle of the project; in addition to ensuring social and institutional sustainability. While a significant portion of Brazil's current investments are not as sustainable as they should be, the country has a pipeline of green projects across transport infrastructure, logistics and urban mobility that could attract investments and shift the way infrastructure is planned and deployed. Sustainable infrastructure is essential to leverage sustainable investments in Brazil, ensuring social and economic outcomes are met, as well as the Sustainable Development Goals.

1.4. Sustainable Transport Infrastructure and Logistics Planning. Strategic planning will be critical to deliver sustainable transport infrastructure and logistics. Assessing the potential and economic impacts for low carbon transportation and logistics, including urban areas crossed or impacted by federal infrastructure projects and assets, will guide the development of a structured plan for existing and future projects and assets. This strategic planning is essential to improve the country's competitiveness, services and efficiency, and integrate logistic systems. Therefore, it is essential to define management tools and measurable objectives and targets, including key performance indicators, within Government's infrastructure planning to encourage the adoption of sustainable practices; particularly targeting high emitting greenhouse gas projects and assets.

1.5. IDB's commitment to climate change. In April 2016, during the Governors of

the Bahamas meeting, the Inter-American Development Bank (IDB) Group established a target of channeling 30% of its resources to climate and sustainability. This means that 30% of the projects portfolio and investments shall incorporate mitigation and adaptation measures. The Sustainable Development Sector was created to coordinate efforts in integrating climate as a cross-sectional issue for all sectors, as well as developing climate projects by raising and mobilizing funds from the international cooperation among countries.

1.6. Technical cooperation between the Ministry of Infrastructure and the IDB. In 2017, the Ministry of Infrastructure requested support from the IDB to establish a technical cooperation that would address challenges to transport infrastructure and logistics planning and financing. The "Sustainable Transportation and Logistics Infrastructure" cooperation was designed to support the implementation of strategic activities that will reduce the country's infrastructure gap in the transportation sector, through sustainable infrastructure and funding.

2. Objectives

2.1. The objective of this consultancy is to create awareness and increase knowledge about sustainable transport and logistic infrastructure and climate change. The consultancy firm will produce communication material that supports government and market players on their capacity and efforts to implement the knowledge produced throughout the project and apply sustainability and climate change principles to improve planning and financing.

3. Scope of Services

3.1. The consultancy firm must have at five years of experience in producing communication material, organizing workshops and events. The firm should have experience with sustainability issues and/or climate change. It will work closely with the project beneficiary and the IDB on preparing publicity material that disseminates the knowledge produced throughout the project.

4. Key Activities

4.1. The selected consultancy firm will:

a) Develop a communication strategy to direct activities and engagement with internal and external stakeholders;

b) Plan and implement communication activities that strengthen the awareness and raises the profile and visibility of the projects outcomes;

c) Produce and disseminate communication material, including digital material, briefings, articles, press releases, fact-sheets, publicity material and write ups on the products delivered throughout the project. This will include a variety of communication channels, including the IDBs blog platform and mainstream media outlets.

d) Organize workshops and events to communicate results. The consultancy company should ensure appropriate communication before, during and after the workshop sessions and events.

5. Expected Outcome and Deliverables

5.1. The following products will be delivered by the consultancy firm:

a) **Communication strategy:** i) mapping strategic stakeholders; ii) defining outreach activities; iii) reflecting products produced in components 1, 2 and 3 of the project.

b) **Communication material:** develop a wide range of communication material to disseminate knowledge among key stakeholders and wider public.

c) **Outreach Activities:** delivery of outreach activities through digital and printed material, including workshops and events targeted at government and relevant market stakeholders.

6. Reporting Requirements

6.1. All products should be prepared in Portuguese and in digital format and must be submitted to the IDB for approval. All information contained in the communication material must be traceable and have their sources identified.

6.2. A communication plan will be prepared to set milestones for the delivery of the activities. In addition to the plan, a communication report will be developed to register engagement across different media channels.

7. Acceptance Criteria

7.1. The IDB will have 15 workdays, after the submission of products, to assess preliminary versions.

7.2. In the case of approval, the IDB will communicate the consultancy firm about the product acceptance.

7.3. In the case of partial approval, the IDB will indicate the points to be changed, and will request for an updated version to be send within an agreed timeline.

7.4. Only after the IDB's approval of the product will the payment be processed.

8. Other Requirements

8.1. The consultancy firm will need to meet the following requirements:

a. Citizenship: The consultancy firm should be in one of the IDB's 48 member countries.

b. Consanguinity: In accordance Bank Policy, firms with relatives (including fourth degree of n up to fourth degree of consanguinity and second degree of affinity, including spouse) working for the IDB Group are not eligible to provide services to the Bank.

c. Core and Technical Competencies: for the execution of the consultancy services, the firm should have the following core and technical competencies:

i. **Core Experience:** Legal or not-for-profit legal entity with experience in designing and developing knowledge products to a variety of audiences and best channels for dissemination; experience on different forms of communication production digital and printed communication strategies; strong network with the media; proven experience with communication and outreach; and proven writing and editing skills to convey concise and clear ideas to a variety of target audiences.

ii. **Technical Experience:** Experience in communication and marketing, as well as sustainability and/or climate related issues.

iii. **Team**: The consultancy firm must have the following experts.

- Coordinator: with a postgraduate degree in the subjects related to this consultancy. Must show a minimum of 10 years of professional experience. Previous experience with projects with the Bank is highly desirable;
- Expert with at least 5 years of experience in the design of communication strategies and production of communication materials;
- Expert with at least 5 years of experience in sustainability issues.

iv. **Additional Requirements:** The following requirements will give the consultancy firms extra points within the selection process:

- In addition to the core team, the inclusion of other experts participating in the project with at least 5 years of experience in sustainable infrastructure, sustainable finance and climate change. The presentation of postgraduate diplomas will result in additional points.
- The inclusion of additional team or expert profiles to those indicated in the TOR, indicating individual tasks and objectives to improve the outcome of the consultancy and reduce the time in developing the product (s), if relevant to the proposal, will result in additional points.

9. Supervision and Reporting

9.1. The work will be overseen by the Ministry of Infrastructure in coordination with a Senior Specialist for Climate Change and Sustainability of Division of Climate and Sustainability Division in Brasilia-DF, Brazil (CCS-CBR).

10. Schedule of Payments

10.1. Payment terms will be based on project milestones or deliverables. The Bank does not expect to make advance payments under consulting contracts unless a significant amount of travel is required. The Bank wishes to receive the most competitive cost proposal for the services described herein.

10.2. The IDB Official Exchange Rate indicated in the RFP will be applied for necessary conversions of local currency payments.

Payment Schedule	
Deliverable	**%**
8. Communication strategy	20%
9. Communication Material	50%
10. Outreach Activities	30%
TOTAL	100%

BRAZIL

BR-T1478

Sustainable Transportation and Logistics Infrastructure

Knowledge Dissemination on Sustainable Transport and Logistic Infrastructure and Climate Change

Terms of Reference

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 member countries.

In April 2016, during the Governors of the Bahamas meeting, the Inter-American Development Bank (IDB) Group established a target of channeling 30% of its resources to climate and sustainability. This means that 30% of the projects portfolio and investments shall incorporate mitigation and adaptation measures. The Sustainable Development Sector was created to coordinate efforts in integrating climate as a cross-sectional issue for all sectors, as well as developing climate projects by raising and mobilizing funds from the international cooperation among countries.

The IDB's Climate Change and Sustainability Division, and the Transport Division are currently working on supporting the Brazilian Government's efforts in delivering sustainable infrastructure by transforming the country's transportation system through improvements in long-distance transport modals, low carbon logistics and infrastructure services. This technical cooperation was designed to support the implementation of strategic activities that will reduce the country's infrastructure gap in the transportation sector, through sustainable infrastructure and funding.

What you'll do:

Support awareness raising and communication activities of BR-T1478. This includes the organization of capacity building sessions and workshops to disseminate knowledge produced throughout the project.

Activities:

The consultant will deliver the following activities:

a. Coordinate the awareness raising and communication activities;

b. Organize capacity building sessions with government and other relevant stakeholders;

c. Lead the articulation of outreach activities amongst the IDB, Ministry of Infrastructure and other relevant partners;

d. Produce reports and other relevant communication and outreach materials to support knowledge dissemination, ensuring appropriate communication before, during and after knowledge sharing and capacity building sessions.

Deliverables:

Product 1: Work plan setting out the objectives, targets and implementation milestones for awareness raising activities.

Product 2: Report on engagement activities with the IDB, Ministry of Infrastructure and other relevant partners.

Product 3: Capacity building sessions with key stakeholders, including the coordination and execution activities and the development of internal reports to communicate outcomes of the activities, and external communication material (e.g. blogs, articles).

Product 4: Final report containing the coordination and execution activities of the technical cooperation.

Payments timeline:

Product	Description	Deadline
1	Work plan	March 2022
2	Draft Report	May 2022
3	Capacity Building Sessions	July 2022
4	Final Report	September 2022

What you'll need:

Citizenship: You are either a citizen of Brazil or a citizen of one of our 48-member countries with residency or legal permit to work in Brazil.

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; MSc, MBA or similar advantageous. Academic background in communication, Languages, or other related field, such as journalism, interactive public affairs, international relations, combined with additional qualifications relevant to specific sector of focus. At least 10 years of professional work experience, or the equivalent combination of education and experience in the field of transport, climate change, and sustainable development.

Experience: Experience in undertaking legal analysis; excellent communication skills, including written and oral forms; proven ability to communicate with several stakeholders and conduct interviews to obtain the required information; ability to prepare clear, and concise reports with specific and visually appealing information; analytic capacity and ability to assess project outputs and relevant findings; good team player, self-starter, ability to work under limited supervision.

Languages: Fluency in English and Portuguese is required.

Core and Technical Competencies: Substantial experience communication production and capacity building, including transport infrastructure and sustainability.

Opportunity Summary:

- **Type of contract and modality:** Products and External Services (PEC) Consultant.
- **Length of contract:** 100 days.
- **Starting date:** March 2022.

- **Location:** Brasilia.
- **Responsible person:** Senior Climate Change Specialist in Brazil
- **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**.**

We encourage women, afro-descendants, people of indigenous origins, and persons with disabilities to apply.

About us: At the IDB, we're committed 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: 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 contractuals, 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.

Our team in Human Resources carefully reviews all applications.