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Resilient nations.

ETHIOPIA

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## TERM OF REFERENCE (ToR) FOR THE RECRUITMENT OF INTERNATIONAL CONSULTANT (IC)

### GENERAL INFORMATION

<b>Services/Work Description:</b>	Recruitment of International Consultant for the Development of Climate Resilient (CR) Strategy for the Transport Sector
<b>Project/Program Title:</b>	Climate Resilient Green Economy (CRGE)
<b>Post Title:</b>	International Consultant
<b>Consultant Level:</b>	<b>Level C</b> (Senior Specialist)
<b>Duty Station:</b>	Ministry of Transport, Addis Ababa
<b>Expected Places of Travel:</b>	None
<b>Duration:</b>	6 months (approximately 80 working days distributed over six months)
<b>Expected Start Date:</b>	Immediately after Signing of the Contract

### I. BACKGROUND / PROJECT DESCRIPTION

Ethiopia is committed to becoming a middle-income country by 2025, which is defined as a GDP per capita of USD\$1,000. Ethiopia's economic growth plans are set out in its Growth and Transformation Plan (GTP), which spans three five-year planning periods (2010-2015; 2015-2020 and 2020-2025). These plans require average annual economic growth of around 10% predicated on improved agricultural productivity, strengthening the industrial base, and fostering export growth.

Ethiopia's economic growth is vulnerable to the impacts of both current and future climatic variables. Therefore there is a need to ensure Ethiopia's economic growth is 'climate resilient'. Ethiopia's economic growth should also be low-carbon, based on clean technologies rather than the traditional high-carbon development path based on the consumption of fossil fuels. This will foster a green economy.

Recognizing the challenge to build a middle-income country, which is both resilient to the impacts of climate change and low-carbon, the Government of Ethiopia launched the Climate Resilient Green Economy (CRGE). The first step in realizing the CRGE vision has been to draft two national strategies. The Green Economy (GE) Strategy was developed and was launched in parallel with the CRGE vision in November 2011, while the Climate Resilient (CR) Strategy is developed for Agriculture, Water, Irrigation and Energy sector, and the CR strategy for other sectors, including transport, are to be developed on the next phase.

The GE Strategy set out the plans for developing a low carbon economy in Ethiopia. Detailed analysis showed that GHGs in Ethiopia would rise from 150 MtCO<sub>2</sub>e today to 400MtCO<sub>2</sub>e under a conventional development path. The GE Strategy identified and prioritised more than 60 initiatives, which together could help the country achieve its development goals while limiting GHG emissions in 2030 to around today's levels. These initiatives together would save 250 MtCO<sub>2</sub>e, with significant low-carbon development opportunities coming from the transport sector.

Although improvements have been made to Ethiopia's transport infrastructure and in 2008, the road network was 56,113km of which 85% was unpaved; a much greater transportation network is needed. Improvement and maintenance of transport links between urban centers, to and from ports of export and import, and in particular to rural areas are a pre-requisite for economic development. However transport links, both paved and unpaved roads, are highly vulnerable to the increases in rainfall and temperature which are projected for Ethiopia, with heavy rainfall washing out roads and high temperatures damaging road surfaces.

A World Bank study projects that climate change will increase the maintenance costs of the country's road network by between \$10 million to \$21 million, depending on the climate model used. These costs will be reduced and transport links maintained if road drainage and bridge designs are adapted to the expected climatic conditions. Maintenance costs of unpaved roads are also high and extending the network of paved roads is likely to be economically beneficial.

The CR Strategy for the transport sector will complement the GE Strategy. It provides a Climate Resilient pathway through time, identifying what needs to happen from now out to 2030, i.e. an adaptation pathway, and to prioritize the appropriate mix of action to move towards implementation. The strategy will assess the impacts posed by climate change and prioritize options to cope with those impacts. The CR Strategy is needed to complete the analysis in the sector and will complement the Green Economy Strategy. The CR plans will identify the priorities for action and investment to boost green growth and resilience over the next GTP planning period – 2015 to 2020. The strategy will be transformative, looking not only at additional investments but also policy reform and mainstreaming options. Once the plan is completed, bankable investment proposals need to be prepared to attract finance from domestic and international sources.

The Ministry of Transport (MoT), being the federal line ministry responsible for overseeing all transport related CRGE development, is expected to identify the actions to reduce vulnerability to climate change, to mainstream climate resilience options into both the current and future policy portfolio of the transport sector and lead the implementation.

Accordingly, under its institutional capacity building intervention, UNDP is intended to hire an international Technical Advisor in the area of ***Climate Resilient Strategy*** who will provide high level technical and advisory services to the Ministry of Transport mainly to the CRGE unit. UNDP is therefore looking for an experienced Transport sector development expert to lead CR strategy development for the sector. The post holder will work with colleagues across the Ministry to support and lead the development and mainstreaming of climate resilience strategy for the sector. This includes the strengthening of the CRGE Unit through coaching and on-job trainings, supporting a strategic review of the sector policy and analytical approaches related to climate risk and opportunity. Once the plan is completed, the post holder will then need to help the sector develop bankable investment proposals to attract finance from the CRGE Facility and involve working closely with CRGE facility, relevant stakeholders – who will be setting up forums and systems for better coordination.

## **II. SCOPE OF THE WORK**

### **CAPACITY BUILDING**

The Adviser will be responsible for overseeing capacity building work in the MOT. This work will be anchored within the Ministry's CRGE Unit. The post holder will be responsible for strengthening this Unit and ensuring that the Ministry as a whole has the capacity to generate, plan and implement climate vulnerability reduction actions and policies. To do this, the post holder will need to deliver the following capacity building objectives within the Transport Sector.

### **Analysis and Policy**

The post holder will need to work with counterparts to build the capacity of the MOT to analyses and plan for climate change, notably adaptation actions. This includes the strengthening of the CRGE Unit through coaching and on-job trainings. In addition, the post holder will need to support a strategic review of the Ministry policy and analytical approaches related to climate risk and opportunity.

### **Coordination and partnerships.**

The post holder will be responsible for building capacity to coordinate and form partnerships on climate change. This will involve working closely with relevant stakeholders – who will be setting up forums and systems for better coordination. The post holder should work to enable the CRGE Unit in the Ministry to play a facilitation role, within the Ministry, across the government and with external partners.

### **Finance, results and knowledge management.**

The post holder will be responsible for helping the MOT access climate finance. This will involve working closely with the CRGE Facility, housed in MOFED to ensure that the Ministry has the right systems in place to handle and track climate finance. This includes putting in place mechanisms for measuring, reporting and verifying climate results.

### **PLANNING**

The post holder will work with colleagues across the Ministry to support the development of CRGE plans and a climate resilience strategy for the sector. The climate resilience strategy will assess the impacts posed by climate change and prioritize options to cope with those impacts. The CR Strategy is needed to complete the analysis in the sector and will complement the Green Economy Strategy launched in 2011. CRGE plans will identify the priorities for action and investment to boost green growth and resilience over the next GTP planning period – 2015 to 2020. It should be transformative, looking not only at additional investments but also policy reform and mainstreaming options. Once the plan is completed, the post holder will then need to help the sector develop bankable investment proposals to attract finance from the CRGE Facility. To meet their objectives, the post holder will need to work across the Ministry and mobilize development partners to support the planning process

## **III. EXPECTED OUTPUTS AND DELIVERABLES**

- Assessment report on current situation, impacts and costs
- Assessment report on future situation, impacts and costs
- Climate Resilient Strategy

No.	Deliverables / Outputs	Estimated Duration to Complete	Review and Approvals Required
1	Draft Assessment Report on current and future situation, impacts and costs	20 days after signing of the contract	UNDP/MoT
2	Final Assessment Reports on current and future situation ,impacts and costs	10 days after receiving comments on the reports	UNDP/MoT
4	Draft Climate Resilient Strategy for Transport Sector	20 days after completion of assessment reports	UNDP/MoT
5	Final Climate Resilient Strategy Transport Sector	30 days after receiving comments	UNDP/MoT

#### **IV. INSTITUTIONAL ARRANGEMENT / REPORTING RELATIONSHIPS**

The International Consultant will work under the direct supervision of the State Minister Transport. For day to day activities he will work with the CRGE Unit Focal Point of the Ministry and relevant directorate. The IC will work with colleagues across the Ministry to support the development of CRGE plans and a climate resilience strategy for the sector

The IC will work closely with relevant stakeholders – who will be setting up forums and systems for better coordination and the CRGE Unit in the Ministry to play a facilitation role, within the Ministry, across the government and with external partners

The Post holder will provide monthly progress report for the state minister of Transport

The post holder will be hosted in the Ministry and the required office facilities will be provided by the Ministry.

#### **V. LOGISTICS AND ADMINISTRATIVE SUPPORT TO PROSPECT IC**

The Ministry of Transport (MoT) will provide office space, make available vehicle for the IC for work related activities in Addis Ababa and as deemed necessary outside Addis. Various workshops and meetings will also be organized by the Ministry in collaboration with UNDP. The IC supposed to come to Ethiopia **three times** for the successful accomplishment of the consultancy assignment in the respective ToR. By analyzing the TOR the IC will indicate the schedule of coming to Ethiopia in the technical proposal.

#### **VI. DURATION OF THE WORK<sup>1</sup>**

The duration of the consultancy service requires approximately 80 working days distributed over 6 months.

#### **VII. QUALIFICATIONS OF THE SUCCESSFUL INDIVIDUAL CONTRACTOR (IC)**

##### **Academic Qualifications:**

- Master's degree in civil engineering, Natural Resources Management, Climate Change Policy, Environmental Science, or related discipline from internationally recognized University relevant to inclusive, low carbon climate resilient economic growth with internationally recognized contributions to the theory and practice of climate resilient green economic development

##### **b. Years of experience:**

- Proven record of achievement over 7 years of increasingly responsible experience in planning and managing technical co-operation strategies, policies and relevant advocacy programs in inclusive low carbon, climate resilient development. Extensive field experience in climate change adaptation and mitigation and environmental policy and management. An in-depth knowledge of issues in the country

##### **Competencies:**

- Good understanding of the country situation including environment and climate change issues relevant for transport sector
- Good analytical skills; Good interpersonal skills; Good report writing skills;
- Ability to establish effective working relationships with government counterparts and partners;
- Good analytical skills; Good interpersonal skills; Good report writing skills;

##### **d. Language and other skills:**

- Written and oral proficiency in English is required;

##### **e. Compliance of the UN Core Values:**

- Demonstrates integrity by modelling the UN's values and ethical standards

- Promotes the vision, mission, and strategic goals of UNDP;
- Displays cultural, gender, religion, race, nationality and age sensitivity and adaptability
- Treats all people fairly without favouritism;
- Fulfils all obligations to gender sensitivity and zero tolerance for sexual harassment.

**Important Note:**

The Consultant is required to have the abovementioned professional and technical qualifications. **Only the applicants who hold these qualifications** will be shortlisted and contacted.

**VIII. CRITERIA FOR SELECTING THE BEST OFFER**

Upon the advertisement of the Procurement Notice, qualified Individual Consultant is expected to submit both the Technical and Financial Proposals. Accordingly; Individual Consultants will be evaluated based on Cumulative Analysis as per the following scenario:

- Responsive/compliant/acceptable, and
- Having received the highest score out of a pre-determined set of weighted technical and financial criteria specific to the solicitation. In this regard, the respective weight of the proposals are:
  - a. Technical Criteria weight is **70%**
  - b. Financial Criteria weight is **30%**

Criteria	Weight	Max. Point
<b>Technical Competence (based on CV, Proposal and interview (if required))</b>	<b>70%</b>	100
▪ <b>Criteria a.</b> Understanding the Scope of Work (SoW); comprehensiveness of the methodology/approach; and organization & completeness of the proposal		50
▪ <b>Criteria b.</b> Minimum Educational Background (Qualification)		20
▪ <b>Criteria c.</b> Experience in Similar Assignment		30
<b>Financial (Lower Offer/ Offer*100)</b>	<b>30%</b>	30
<b>Total Score</b>	<b>Technical Score * 70% + Financial Score * 30%</b>	

**IX. PAYMENT MILESTONES AND AUTHORITY**

Installment of Payment/ Period	Deliverables or Documents to be Delivered	Approval should be obtained	Percentage of Payment
1 <sup>st</sup> Installment	Upon submission and approval of inception report	MoT/UNDP	10%
2 <sup>nd</sup> Installment	Upon submission and approval assessment reports on current and future situations, impacts and costs	MOT/UNDP	20%
3 <sup>rd</sup> Installment	Upon submission and approval draft CR strategy	MoT/UNDP	30%
4 <sup>th</sup> Installment	Upon submission and approval final CR strategy	MoT	40%

**X. RECOMMENDED PRESENTATION OF TECHNICAL PROPOSAL**

For purposes of generating proposals whose contents are uniformly presented and to facilitate their comparative review, you are hereby given a template of the Table of Content. Accordingly; your Technical Proposal document must have at least the preferred content as outlined in the IC Standard Bid Document (SBD).

## **XI. CONFIDENTIALITY AND PROPRIETARY INTERESTS**

The Individual Consultant shall not either during the term or after termination of the assignment, disclose any proprietary or confidential information related to the consultancy service without prior written consent. Proprietary interests on all materials and documents prepared by the consultants under the assignment shall become and remain properties of UNDP.