

## TERMS OF REFERENCE

### Individual Contractor

#### 1. Assignment Information

<b>Assignment Title:</b>	International Specialist – Public Private Partnerships and Financing Climate-Resilient Road Infrastructure
<b>UNDP Practice Area:</b>	Environment and Climate Change
<b>Cluster/Project:</b>	CCCA
<b>Post Level:</b>	Senior Specialist
<b>Contract Type:</b>	Individual Contractor (IC)
<b>Duty Station:</b>	Phnom Penh (with some home based)
<b>Expected Place of Travel:</b>	Phnom Penh and some selected Cambodian provinces
<b>Contract Duration:</b>	25 working days (over five months from March to August 2020)

#### 2. Project Description

Cambodia is strongly affected by climate change (CC). As documented in a recent study on *Addressing Climate Change Impact on Economic Growth in Cambodia (CEGIM, 2018)*, economic impact will come mainly from reduced worker productivity and from loss and damage to infrastructure and other assets. Adaptation and mitigation measures involve both economic trade-offs and complementarities.

The government has responded to these challenges by participating in a range of pioneering activities, aimed at equipping itself with the ability manage these impacts. It has been engaged in a sustained programme of strengthening institutional practices for integrating climate change into existing planning and budgeting procedures. Most of this work has been supported by the Cambodia Climate Change Alliance, with financial support from UNDP, EU and Sweden, and by the regional UNDP programme on the governance of climate finance.

Capacity development work with line ministries in recent years has included techniques of Climate Change Impact Assessment (CCIA) which considers the implications of climate change for the effectiveness of public expenditure and policy in delivering growth. This has included some work using Cost Benefit Analysis (CBA) approaches and there is some wider international experience with rapid qualitative CCIA methods. This provides a valuable recent body of evidence of the way in which public expenditure and policy contributes to growth as well as to reducing loss and damage. Infrastructures projects funded by development partners have also implemented a variety of approaches and standards for vulnerability analysis and integration of adaptation measures in their design.

The Ministry of Economy and Finance (MEF), through its General Department for Policy, has expressed interest to explore further the impacts of climate change on key public investments plans and potential adaptation approaches, as part of its cooperation with the National Council for Sustainable Development (NCSD).

The Inter-Modal Transport Master Plan (2021-2030), currently in the final stages of drafting, is one of these key public investment plans. This assignment focuses on roads included in the Land Transport component of the Master Plan.

#### 3. Scope of Work

The primary objective of the work is to support the Ministry of Economy and Finance in ensuring that road infrastructure is designed, built and operated in a way that anticipates, prepares for and adapts to changing climate conditions. A secondary but important objective is to ensure that capacity is developed in the General Department for Policy of Ministry of Economy and Finance to integrate a climate change adaptation perspective in the assessment of such infrastructure master plans.

Ministry of Economy and Finance requested that the assignment focus on three key components:

1. Vulnerability Analysis of the proposed master plan for roads and identification of adaptation options;
2. Cost and Benefit Assessment of the proposed adaptation options and business-as-usual options in the context of climate change;
3. Policy recommendations on financing options for the proposed measures, including specific recommendations on climate-resilient Public Private Partnerships (PPP) arrangements.

For the international PPP/ Infrastructure Financing Specialist, key objectives and tasks are as follows:

- Take the lead for the formulation of financing options for the proposed climate-resilient road infrastructure, with inputs from the Team Leader/ Vulnerability Analysis and Adaptation Options Specialist:
  - Study the original inter-modal transport master plan as well as the measures proposed by the Vulnerability Analysis and Adaptation Options Specialist; and the Cost-Benefit Analysis (CBA) prepared by the CBA Specialist;
  - Consult with Ministry of Economy and Finance (including staff in charge of PPPs) and Ministry of Public Works and Transport on experience to date with financing modalities for roads, including climate-resilient roads, and Government plans for future financing;
  - Review financing options for the proposed infrastructure, outlining strengths of weaknesses of the various options and formulate recommendations based on a transparent decision-making framework (set of criteria);
  - Formulate recommendations to improve the climate-resilience of Public-Private Partnerships for road infrastructure, and reduce government exposure to climate-related risk.
- Provide capacity development services to MEF staff:
  - Ensure full involvement of designated MEF staff in the development of the methodology for the assignment and in the various stages of analysis, through mentoring and training as required.
- Contribute as a member of the consulting team:
  - Provide inputs into the proposed methodology and work plan, in consultation with other members of the team and designated MEF staff;
  - Contribute to consultations/ presentations of the team's outputs to senior government staff and other stakeholders

#### 4. Expected Outputs and Deliverables

<b>N</b>	<b>Deliverables/Outputs</b>	<b>Estimated Duration Complete</b>	<b>to</b>	<b>Target Dates</b>	<b>Due</b>	<b>Review and Approvals Required</b> <i>(Indicate designation of person who will review outputs and confirm acceptance)</i>
1	Contribution to the inception report including initial scoping and selected methodology and work plan for the third component on financing options (after consultations/validation with MEF staff)	5 working days		Mid-March 2020		CCCA Chief Technical Adviser
2	Contribution to the interim report through a status report on the financing options component (including at least a review of past practices and initial consultations with MEF on preferred financing modalities)	8 working days		End-May 2020		CCCA Chief Technical Adviser
3	Full draft of component 3 (financing options) submitted.	8 working days		Mid-June 2020		CCCA Chief Technical Adviser
4	Consultations on draft report held and final draft of Component 3 submitted, including comments received from stakeholders.	4 working days		End-July 2020		CCCA Chief Technical Adviser
<b>Total # of Days:</b>		<b>25 days</b>				

#### 5. Institutional Arrangement

The international PPP/ Infrastructure Financing Specialist will work as a member of a consulting team, including an international Team Leader/ Vulnerability Analysis and Adaptation Options Specialist and a national Cost-Benefit Analysis Specialist.

He/she will work on a day-to-day basis with a team of MEF staff (2-3 economists, to be confirmed). Deliverables

will be reviewed and certified by the CCCA Chief Technical Adviser, in consultation with the Team Leader and MEF/NCS D leadership

## 6. Duration of the Work

The assignment is expected to include 25 working days over a five month period (March 2020 - August 2020).

## 7. Duty Station

Phnom Penh, Cambodia. Some work may be home-based but it is expected that at least 20 days will be required in-country, with three in-country missions (one for the inception phase, one for the main data collection phase and production of the first full draft on financing options, one for consultations on the full report).

## 8. Minimum Qualifications of the Individual Contractor

<b>Education:</b>	Master's degree in finance, business administration, development economics, public administration or a related subject.
<b>Experience:</b>	<ul style="list-style-type: none"> <li>- At least 10 years' experience on public infrastructure financing solutions, including strong experience on Public Private Partnerships;</li> <li>- Proven experience in incorporating climate change adaptation in infrastructure financing;</li> <li>- Experience in Asia-Pacific region or Cambodia will be a strong advantage.</li> </ul>
<b>Competencies:</b>	<ul style="list-style-type: none"> <li>- Knowledge of the development finance and climate finance architecture;</li> <li>- Ability to interact with senior government officials;</li> <li>- Team work experience in a multicultural context with strong communication skills;</li> <li>- Excellent written and oral communication skills.</li> </ul>
<b>Language Requirement:</b>	<ul style="list-style-type: none"> <li>- Fluency in English is required.</li> <li>- Knowledge of Khmer would be an advantage</li> </ul>
<b>Other Requirements (if any):</b>	N/A

## 9. Criteria for Evaluation of Level of Technical Compliance of Individual Contractor

<b>Technical Evaluation Criteria</b>	<b>Obtainable Score</b>
At least 10 years' experience on public infrastructure financing solutions, including strong experience on Public Private Partnerships;	40
Proven experience in incorporating climate change adaptation in infrastructure financing;	30
Experience in Asia-Pacific region or Cambodia	10
Ability to interact with senior government officials; Team work experience in a multicultural context with strong communication skills; Excellent written and oral communication skills.	20
<b>Total Obtainable Score:</b>	<b>100</b>

## 10. Payment Milestones

The consultant will be paid on a lump sum basis under the following installments.

<b>N</b>	<b>Outputs/Deliveries</b>	<b>Payment Schedule</b>	<b>Payment Amount</b>
1	Contribution to the inception report including initial scoping and selected methodology and work plan for the third component on financing options (after consultations/validation with MEF staff)	15 March 2020	20%
2	Contribution to the interim report through a status report on the financing options component (including at least a review of past practices and initial consultations with MEF on preferred financing modalities)	31 May 2020	30%
3	Full draft of component 3 (financing options) submitted. Consultations on draft report held and final draft of Component 3 submitted, including comments received from stakeholders.	30 July 2020	50%

## 11. Annexes

Concept note from Ministry of Economy and Finance