
Annex I - Terms of Reference

National or International consultants: International or National Consultant

Description of the assignment: Social and Environmental Safeguards Specialist

Project Title: GEF PPG for the Preparation of a Project on “Lebanon Sustainable Low-Emission Transport Systems”

Period of assignment/services: 20 working days between August until December 2020

1. Background

The current Lebanese transport sector is not sustainable characterized by the absence of reliable public transport, underdeveloped and uncoordinated public works, prevalence of old and pollutive cars, and very high rate of car ownership. As a result, the transport sector is the second largest contributor of Lebanon’s greenhouse gas (GHG) emissions, accounting for 23% of the total emissions and also contributing the emissions of other pollutants such as NO_x (60%), CO (99%), SO₂(5%) and particulate matter, VOC, copper, zinc and lead. As for the contribution of the different vehicle categories, passenger cars have the highest share of the emissions with 58.38% of the total transport GHG emissions while light-duty vehicles (LDV), heavy-duty vehicles (HDV), and motorcycles account for 17.46%, 23.81%, and 0.35% respectively. It is estimated that air pollution from polluting old cars costs at least \$ 200 million of economic loss per year resulting from morbidity, adult mortality, child mortality and discomfort, which does not include the cost from health care services. A substantial additional impact is that of congestion, leading to an estimated increase of travel time, where one estimate puts the burden of congestion at 8% of GDP per annum

The public institutional structure of the transport sector in Lebanon is subjected to fragmented structure. The planning and regulation of public transport is undertaken by the Ministry of Public Works and Transport (MPWT). This includes the licensing of companies to undertake public transport services, fare setting, and planning. The MPWT oversees the construction and maintenance of the national highways and road networks. The MPWT is also the guardian of the state-owned enterprise, the Railways and Public Transport Authority (RPTA), a public institution with a semi-independent legal identity with financial and administrative autonomy. However, the RPTA has not been able to effectively play its role due to the destruction of railways, tramways, and most of the buses that were once under its management. The Ministry of Interior and Municipalities (MoIM) licenses vehicles and drivers and undertakes the overall management of vehicle inspections, in addition to the responsibility for the enforcement of traffic law, including on public transport, through the Internal Security Forces (ISF). Municipalities are also assigned some public transport competences through the Municipal Law while also being responsible for planning and implementation of urban projects. The Council for Development and Reconstruction (CDR) has competencies in national planning, including transport planning, and the execution of large infrastructure projects such as road and transport through project-specific mandates by the Council of Ministers.

The transport sector lacks technical capacity and remains institutionally weak, particularly in terms of coordinating all the activities related to transport due to the fragmented structure and the absence of leading institution. As a result, the comprehensive approach and systematic integration of sustainability are missing particularly considering the NDC commitments of the government and the potential for the introduction of alternative modes of transport, electric and hybrid vehicles in both the public and private spheres. Due to the lack of the integrated approach to financing, limited state

budget for necessary infrastructure investment and incentives pose a significant challenge toward sustainable mobility transformation. Moreover, the current state revenue structure heavily depends on fuel consumption and vehicle purchase, negatively affecting the transition toward sustainable transport. Thus, the adaptation or proactive shift of the taxation structure will be required. From a technical perspective, although the national market has seen a growing appetite for electric vehicles, little is known about the electricity infrastructure needs, the technical needs for recharging stations, the capacity of the grid, the safety and maintenance needs of these types of vehicles. Weak enforcement of traffic rules results in illegal parking and reckless driving, undermining road safety and exacerbating congestion. In addition to the issues of road safety, lack of supportive infrastructure such as quality pedestrian zones and parking facilities is hindering the promotion of non-motorized transport.

2. Scope of work, responsibilities and description of the proposed analytical work

Scope of GEF Transport Project

UNDP Lebanon in partnership with the Ministry of Environment is preparing a full-project proposal to be submitted to the Global Environmental Facility (GEF) which aims to work towards sustainable low-emission transport system. The project will consist of 3 main components: on one hand to tackle the policy issues and provide technical options for the best way forward to improve the transport sector and to introduce efficient transport technologies to the market. On the other hand, the project will consider piloting a renewable energy pilot application for charging stations or some other modality to determine the applicability of charging electric vehicles. Finally, the project will work with NGOs and universities to promote research on the topic and raise awareness on sustainable transport and modal transport change.

The proposed UNDP-GEF project will be complementary to the baseline initiatives as it addresses barriers that are specifically related to the transformation towards sustainable mobility. The main ongoing/planned initiatives includes Great Beirut Public Transport - Bus Rapid Transit (BRT) project by the World Bank, Bus Transportation Public-Private Project by the local private company (WeGo) and feasibility studies for bus network system and revival of the railway systems by European Investment Bank (EIB).

Objective of the Consultancy

As one of a number being set up by UNDP to formulate the project document and related documentation leading to project implementation, the objective of this consultancy is to develop the Social and Environment Safeguards Plan (SESP) for the full project.

The project preparation phase will include stakeholders' consultations (validation workshop) and data collection for the establishment of baseline data for the project results framework. The consultant will contribute to the validation workshop; and support all necessary revisions that arise during the workshop, as appropriate.

Duties and Responsibilities of the Consultancy

The consultant will be reporting to an International Consultant who will be leading the write-up and formulation of the project document in close coordination with the UNDP team. The consultants will report to the Energy and Environment Programme Manager in the UNDP Lebanon Country Office and will be supported by other UNDP experts in the field.

UNDP is seeking to recruit a Social and Environmental Safeguards Specialist to perform the following tasks:

1. Ensure the risk assessments, from the UNDP Social and Environmental Screening Procedure (SESP) at the PIF stage (“pre-screening”) are fully implemented during the PPG, and update that screening in an iterative fashion throughout the PPG, as appropriate; and
2. Complete of any additional studies that are determined to be needed for the preparation of the SESP
3. Develop required environmental and social management plan(s)
4. Undertake meetings and one-on-one consultations with stakeholders to solicit feedback on the SESP draft prior to the validation workshop and integrate recommendations into the final plan
5. Contribute to the validation workshop; and support all necessary revisions that arise during the workshop, as appropriate.
6. As requested by the project development team, assist with capacity building and other aspects of project preparation to ensure social and environmental considerations are mainstreamed into the project document.

3. Expected Outputs

The Social and Environmental Safeguards Specialist will carry out the following tasks and related outputs:

Deliverables: Social and Environmental Safeguards for The Sustainable Transport Project

1. Desktop review and field-based studies and data collection in coordination with the project development team.
2. An Environmental and Social Management Framework (ESMF) to ensure that the required assessments are carried out during the first phase of project implementation in accordance with the UNDP standard template for an environmental and social management framework¹.
3. The Social and Environment Safeguards Plan (SESP) in line with UNDP’s Social and Environmental Standards (SES) policy and all associated SES Guidance Notes².
4. Reflect all risks identified in the SESP in the risk table and risk section of the full project document.

4. Expected Outputs

The key deliverable plan of the Social and Environment Safeguards Specialist will be:

Deliverables/	Estimated Duration to	Estimated Target	Review and	Payment
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https://info.undp.org/sites/bpps/SES_Toolkit/_layouts/15/WopiFrame.aspx?sourcedoc=/sites/bpps/SES_Toolkit/SES%20Document%20Library/Uploaded%20October%202016/Indicative%20Outline%20of%20an%20ESMF.docx&action=default

² https://info.undp.org/sites/bpps/SES_Toolkit/SitePages/Guidance%20and%20Templates.aspx

Outputs	Complete	Due Dates	Approvals Required	Terms
First Deliverable: Environmental and Social Management Framework (ESMF)	10 working days	01 September 2020	PPG Team Leader and UNDP Programme Manager	50 %
Final Deliverable: Social and Environmental Safeguard Plan including final ESMF	10 working days	15 October 2020	PPG Team Leader and UNDP Programme Manager	50 %

5. Institutional arrangements

The Consultant will be working under the overall guidance of the International Team Leader that is heading the preparation of the project proposal and will report to the UNDP Lebanon Energy and Environment Programme Manager. The Consultant will also coordinate closely with the UNDP team members that are supporting in this assignment.

The approach will be participatory, involving stakeholders to the extent possible. Information and data will be gathered through three main activities, namely:

- Review (desk study) of all relevant documents and websites identified by the Specialist and recommended by the Team Leader and UNDP.
- Field visits to potential project localities as directed by the Team Leader (Byblos and Zahleh are potentials) for the collection of baseline data as needed.
- Consultations with relevant organizations and individuals as identified by the Specialist and as recommended by the Team Leader and UNDP. In particular, this will include national and local decision-makers and other personnel, local government, private companies, relevant NGOs, research institutions and community groups especially those affected by the project, potential beneficiaries and potential partners.

The Consultant will also participate in and contribute to all meetings, discussions, focus groups, and public workshops that may, from time to time, be organized by the Team Leader.

UNDP will ensure transport to and from meetings and logistical support during the visit of the Team Leader (expected at the end of Aug/Sep 2020). All other transportation and logistics need to be arranged and covered by the Consultant. Facilities will not be provided except for meeting to be held within UNDP premises.

6. Duration of work

The assignment will be **20 working days** spread out over the period from August to December 2020. Estimated time for receipt of feedback on reports (review time) is 5 working days.

7. Duty station

Assignment is homebased. Duty station is in Beirut with potential field visits to potential project sites (Byblos, Zahleh and others), with timing to be agreed with the Energy and Environment Programme Manager, UNDP-Lebanon (particularly given the current security situation).

8. Requirements for experience and qualifications

Academic Qualifications

- Master's degree or higher in a relevant field, such as environmental science, policy, environmental engineering, environment, health and safety (EHS) or closely related fields

Years of Experience

- Relevant experience of minimum 7 years of demonstrable experience of environmental assessments, social and environmental plan development and/or safeguards.

Technical experience

- Familiarity with UNDP or other UN or international development agencies, its rules and regulations and its operational procedures.
- Experience with GEF project design, implementation or evaluation is an asset.

Competencies

- Proficiency in Arabic and English languages;
- Excellent analytical skills, excellent interpersonal and communication and writing skills as well as ability for coordination;
- Ability to establish and maintain good relationship with stakeholders;
- Ability to meet deadlines and prioritize multiple tasks and work under pressure;
- Demonstrated ability to work in an independent manner and ability to plan, organize, implement, and report on work;

9. Criteria for selection of the best offers

Combined Scoring method – where the qualifications and methodology will be weighted a max. of 70% and combined with the price offer which will be weighted a max of 30%; using the following evaluation criteria.

Criteria	Weight	Max. Point
Technical Competence	70%	100
Academic Qualifications Master's Degree: 18 points Ph.D. Degree: 23 points Relevant trainings/certificates: additional 2 points		25
Years of Relevant Experience 7 years: 20 points 8 – 10 years: 22 points		40

<p>More than 10 years: 25 points</p> <p><i>Technical Experience</i> Familiarity with UNDP or other UN agencies, its rules and regulations and its operational procedures: 5 points Experience with GEF SESP design and guidelines: 10 points</p>		
Methodology		35
<i>Financial (Lower Offer/Offer*100)</i>	<u>30%</u>	100
<u>Total Score</u>	Technical Score * 0.7 + Financial Score * 0.3	