



INDIVIDUAL CONSULTANT PROCUREMENT NOTICE

Date: **15 July 2021**

Country: Republic of Moldova

Description of the assignment: National Consultant to verify the suitability of the EU harmonized codes for infrastructure assets and structures in the Transport sector to the expected future hydro-meteorological parameters in the Republic of Moldova

Project name: NAP-2: Advancing Moldova's National Climate Change Adaptation Planning Project

Period of assignment/services: August 2021 – November 2021, 30 working days

Contract type: Individual Contract (IC)

Proposals should be submitted online by pressing the "Apply Online" button, no later than **30th of July 2021**.

Requests for **clarification only** must be sent by standard electronic communication to the following e-mail: pavel.gavrilita@undp.org. UNDP will respond by standard electronic mail and will send written copies of the response, including an explanation of the query without identifying the source of inquiry, to all applicants.

1. BACKGROUND

Climate change is already profoundly impacting the conditions for resource availability and agricultural activities. Over the last decade, the country has experienced several extreme events, such as droughts and major floods, along with the cumulative effects caused by increased mean temperature and the uneven distribution of precipitation throughout the year, which have had negative consequences on the country's economy, and its population wellbeing and health. Severe droughts are recurring more frequently, causing significant economic losses. The increasing scope and intensity of extreme events have also resulted in increased frequencies of high-risk situations. By 2050, an increase of 2–3°C in the average temperature, an additional 32 days that exceed the current maximum temperature by 10%, and another 12 days with zero precipitation are projected.

The Government sees the National Adaptation Planning (NAP) process as key to achieving the adaptation objectives outlined in its 2014 Climate Change Adaptation Strategy of the Republic of Moldova and its 2020 Nationally Determined Contributions (NDC), as well as the continued mainstreaming of climate change considerations into its policies and budgeting processes.

Therefore, the proposed project supports the Republic of Moldova's Government in advancing the second cycle of its National Adaptation Planning process (known as NAP-2). The outcomes of the NAP-2 national adaptation planning processes are:

- **Outcome 1:** To strengthen and operationalize the national steering mechanism for climate change adaptation (CCA);
- **Outcome 2:** To improve the long-term capacity on planning and implementation of adaptation actions through CCA technologies;
- **Outcome 3:** To improve the mainstreaming of climate change adaptation through the increased alignment of national development priorities in the priority sectors (forestry, health, energy, and transport).

The project will contribute to UNDAF, 2018-2022 outcome #3 (The people of Moldova, especially the most vulnerable, benefit from enhanced environmental governance, energy security, sustainable management of natural resources, climate, and disaster-resilient development). Additionally, the project will contribute to the UNDP Country Programme Output 3.3 (National and sub-national governments have improved capacities to integrate resilience to climate change and disasters into development plans and practices to reduce population's vulnerability). Other than that, the project will contribute to the National Development Strategy "Moldova 2030" by ensuring resilience to climate change by reducing risks related to climate change and by facilitating adaptation in six priority sectors - agriculture, water resources, health, forestry, energy, and transport.

The preliminary work under the first cycle of the NAP (known as NAP-1) supported developing a NAP as a process, conceptualizing and developing its elements, including the national steering mechanism, and laid down the groundwork towards long-term adaptation planning. Despite the progress, significant gaps remain in integrating climate change considerations into many of the national priority sectors' development policies and their associated budget priorities. National appropriations for CCA remain limited.

The NAP-2 goals will be achieved within two parallel implementation tracks. The first track implemented by UNDP expands and deepens the national approach developed under the NAP-1 and strengthens synergies both vertically, at different levels of the governance, and horizontally, between the sectors affected by climate change to reduce duplication of efforts, pool scarce resources for efficient use, and ensure a coherent and comprehensive approach to the integration of CCA responses into development planning. In contrast, the second track will focus on adaptation in the agriculture sector and will be concurrently implemented under FAO's auspices.

The National Designated Authority has coordinated with the UNDP and the FAO country offices to ensure the complementarity and congruency of the activities and exchange, as appropriate. By its very nature, the NAP-2 will facilitate the integration of CCA into existing strategies, policies, and programs and establish a strong foundation for the integration of methods, tools, and information systems in day-to-day planning activities to inform decision-makers on the climate risks effectively and to enable the informed formulation of resilient projects and financing strategies.

Climate change already has far-reaching impacts on infrastructure and can put their operation and reliability partially at risk. This trend is likely to accelerate in the coming decades. The severity of climate impacts on infrastructures will vary according to individual locations and their geophysical

risk exposure, the existing adaptive capacity and resilience, and the level of regional economic development. Long- and medium-term climatic trends (e.g., increasing average temperatures, modified rainfall patterns) and an inherently rising frequency of extreme weather events impact differently from site to site. Therefore, adapting infrastructure usually requires a complex, site-based analysis of different trends and impact patterns.

When revising existing or building new structures, technical standards are used in every phase during the lifetime cycle of an infrastructure. Standards can apply during the planning phase, the design phase, the construction phase, and the maintenance phase. Thus, standards have an important impact on the resilience of products, processes, and construction. However, in the context of the current climate challenges related to long freeze-thaw cycles, torrential rainfall, long periods of heat and extremely high temperatures in summer caused by global warming, updating norms and standards for infrastructure assets in transport sector became an imperative.

In this context, the UNDP Moldova is seeking to recruit a national consultant to assist the international consultant to verify the suitability of the EU harmonized codes for infrastructure assets and structures in the Transport sector to the expected future hydro-meteorological parameters in Moldova and to provide recommendations on upgrading mentioned documents by mainstreaming climate change considerations.

2. SCOPE OF WORK, RESPONSIBILITIES AND DESCRIPTION OF THE PROPOSED ANALYTICAL WORK

This assignment's main objective is to ensure climate resilience of the infrastructure assets in the Republic of Moldova, by considering the expected future hydro-meteorological parameters into the design and construction of technical and infrastructure assets for the Transport sectors.

Specific tasks:

The consultant will work in close cooperation with the International Consultant, Project Manager and Team Leader. The specific tasks are presented below:

- Identify and liaise with all relevant to this assignment national stakeholders;
- Support the International Consultant in familiarizing with expected future hydro-meteorological parameters and associated climate risks in the Republic of Moldova;
- Perform an inventory of the local construction standards (codes, regulations, technical norms, etc.) for at-risk infrastructure and structure assets in the Transport sector;
- Support the International Consultant to develop recommendations on the alignment of legal framework and technical regulations in the transport sector to the European technical regulatory framework for increasing the resilience of the sector;
- Support the International Consultant in developing a detailed Roadmap for regulations/standards update, including a prioritization of documents to be updated, based on vulnerability to climate change and necessity to adapt;
- In collaboration with the International Consultant organize at least one workshop for presenting the best practices on climate resilient infrastructure and the results;

- Integrate the recommendations/comments received during the consultation workshops in the Final Report.

For detailed information, please refer to Annex 1 – Terms of Reference.

3. REQUIREMENTS FOR EXPERIENCE AND QUALIFICATIONS

Academic Qualification:

- University degree in civil engineering, transportation design or other fields relevant to the assignment.

Experience:

- At least 5 years of progressively responsible professional experience with technical regulatory framework (codes/norms/standards/etc) in the transport sector;
- Demonstrated experience of working with Central Public Authorities.

Competencies:

- Previous experience and knowledge in development/revision/update of technical regulatory framework in the transport sector;
- Familiarity with EU standards in the Transport Sector;
- Familiarity with Climate Change risks and vulnerability of the Transport Sector to Climate Change.
- Demonstrates excellent organizational skills and a proven ability for multi-disciplinary analysis.

Language requirements:

- Fluency in English and Romanian is required for this assignment; knowledge of Russian will be an advantage.

Proven commitment to the core values of the United Nations, in particular, respecting differences of culture, gender, religion, ethnicity, nationality, language, age, HIV status, disability, and sexual orientation, or other status. Please mention in CV if you belong to the group(s) under-represented in the UN Moldova and/or the area of assignment.

UNDP Moldova is committed to workforce diversity. Women, persons with disabilities, Roma and other ethnic or religious minorities, persons living with HIV, as well as refugees and other non-citizens legally entitled to work in the Republic of Moldova, are particularly encouraged to apply.

4. DOCUMENTS TO BE INCLUDED WHEN SUBMITTING THE PROPOSALS

Interested individual consultants must submit the following **required documents/information** to demonstrate their qualifications:

- Offeror's Letter confirming Interest and Availability with the financial proposal (in USD, specifying the total lump sum amount). Financial proposal template prepared in compliance with the template in Annex 2.
- CV, including information about experience in similar assignments;
- Brief description of why the individual considers him/herself the most suitable for the assignment.

5. FINANCIAL PROPOSAL

Lump sum contracts

The financial proposal shall specify a total **lump sum amount**, and payment terms around specific and measurable (qualitative and quantitative) deliverables (i.e. whether payments fall in installments or upon completion of the entire contract). Payments are based upon output, i.e. upon delivery of the services specified in the TOR. In order to assist the requesting unit in the comparison of financial proposals, the financial proposal will include a breakdown of this lump sum amount (including fees, taxes, travel costs, accommodation costs, communication, and number of anticipated working days) (see Annex 2 of the Offeror's Letter Confirming Interest and availability attached to this Procurement Notice).

Travel

All envisaged travel costs must be included in the financial proposal. This includes all travel to join duty station/repatriation travel. In general, UNDP should not accept travel costs exceeding those of an economy class ticket. Should the IC wish to travel on a higher class he/she should do so using their own resources.

In the case of unforeseeable travel, payment of travel costs including tickets, lodging and terminal expenses should be agreed upon, between the respective business unit and Individual Consultant, prior to travel and will be reimbursed.

6. EVALUATION

Initially, individual consultants will be short-listed based on the following minimum qualification criteria:

- University degree in civil engineering, transportation design or other fields relevant to the assignment;
- At least 5 years of progressively responsible professional experience with technical regulatory framework (codes/norms/standards/etc) in the transport sector.

The short-listed individual consultants will be further evaluated based on the following methodology:

Cumulative analysis

The award of the contract shall be made to the individual consultant whose offer has been evaluated and determined as:

- a) responsive/compliant/acceptable, and
- b) having received the highest score out of a pre-determined set of weighted technical and financial criteria specific to the solicitation.

* Technical Criteria weight – 60% (300 pts);

* Financial Criteria weight – 40% (200 pts).

Only candidates obtaining a minimum of 210 points would be considered for the Financial Evaluation.

| Criteria | Scoring | Maximum Points Obtainable |
|---|--|---------------------------|
| <u>Technical</u> | | |
| University degree in civil engineering, transportation design or other fields relevant to the assignment | under-Master's – 10 pts, Master's degree – 40 pts, PhD – 50 pts | 50 |
| At least 5 years of progressively responsible professional experience with technical regulatory framework (codes/norms/standards/etc) in the transport sector | 5 years – 30 pts, each additional year 5 pts up to 60 pts | 60 |
| Demonstrated experience of working with Central Public Authorities | Each assignment – 5 pts, up to 20 pts | 20 |
| <u>Interview</u> (demonstrated technical knowledge and experience; communication/ interpersonal skills; initiative; creativity/ resourcefulness) | | |
| Previous experience and knowledge in development/revision/update of technical regulatory framework in the transport sector | limited – <20 pts, satisfactory – <40 pts, extensive – <50 pts | 50 |
| Familiarity with EU standards in the Transport Sector | limited – <10 pts, satisfactory – <25 pts, extensive – <35 pts | 35 |
| Familiarity with Climate Change risks and vulnerability of the Transport Sector to Climate Change | limited – <15 pts, satisfactory – <30 pts, extensive – <40 pts | 40 |
| Demonstrates excellent organizational skills and a proven ability for multi-disciplinary analysis | limited – <5 pts, satisfactory – <10 pts, extensive – <15 pts | 15 |
| Fluency in Romanian and English is required for this assignment; Russian is an asset | Romanian – max 10 pts. English – max 10 pts., Russian – max 5 pts. | 25 |
| Belonging to the group(s) under-represented in the UN Moldova and/or the area of assignment ¹ | no – 0 pts., to one group – 1,5 pts., to two or more groups – 5 pts. | 5 |
| Maximum Total Technical Scoring | | 300 |

¹ Under-represented group in the area of assignment are (men/women). Under-represented groups in UN Moldova are persons with disabilities, LGBTI, ethnic and linguistic minorities, especially ethnic Gagauzians, Bulgarians, Roma, Jews, people of African descent, people living with HIV, religious minorities, especially Muslim women, refugees and other non-citizens.

| Financial Evaluation Scoring | |
|---|------------|
| Evaluation of submitted financial offers will be done based on the following formula: $S = F_{min} / F * 200$ S – score received on financial evaluation; Fmin – the lowest financial offer out of all the submitted offers qualified over the technical evaluation round; F – financial offer under consideration. | 200 |

Winning candidate

The winning candidate will be the candidate, who has accumulated the highest aggregated score (technical scoring + financial scoring).

Important notice:

The applicant's who has the statute of Government Official / Public Servant, prior to appointment will be asked to submit the following documentation:

- a no-objection letter in respect of the applicant received from the government, and;
- the applicant is certified in writing by the government to be on official leave without pay for the entire duration of the Individual Contract.

A retired government official is not considered in this case a government official, and as such, may be contracted.

ANNEXES:

ANNEX 1 – TERMS OF REFERENCES (TOR)

Annex 2- OFFEROR'S LETTER CONFIRMING INTEREST AND AVAILABILITY, including financial proposal (template).

ANNEX 3 – INDIVIDUAL CONSULTANT GENERAL TERMS AND CONDITIONS