

BH-T1113-P001

Studies and designs for climate resilient and inclusive streets, drainage and flood hazard map studies and impact evaluation**1. Background and Justification**

- 1.1. The Bank is preparing The Bahamas Program for Climate Resilient and Inclusive Mobility (BH-L1060/BH-0013), which aims to support resilient and inclusive mobility in The Bahamas by investing in climate resilient transportation infrastructure and services. It integrates climate resilience, targeting challenges in mobility and accessibility due to chronic and acute flooding and storm surge in The Bahamas while supporting technologies and infrastructure planning for more climate resilient transport infrastructure. Additionally, it seeks to support institutional strengthening and technology deployment to manage climate change impacts, on the sector, such as those generated by flooding, storm surge, and extreme heat.
- 1.2. The objective of this TC is to support the preparation and implementation of Bahamas transport projects and programs through the financing of: (i) technical, socioeconomic, and other studies necessary to strengthen the preparation and execution of the operation BH-L1060; (ii) pre-investment studies and for the strengthening of resilient and inclusive transportation infrastructure; and (iii) institutional capacity building for the development and maintenance of climate resilient road transport infrastructure.
- 1.3. While the world increasingly witnessing the negative consequences of Climate Change CC, there is an urgent need to diminish its determinants, prepare cities and critical infrastructure for more recurrent and damaging extreme weather events, and adopt effective mitigation strategies. Of particular interest is how CC externalities are distributed among the population and the differentiated effects on low-income individuals and other vulnerable social groups. In line with this, climate resilient, socially inclusive, mobilities must be at the front of planning and policy. Cities with resilient infrastructure are better prepared to resist CC and are better positioned to recover from the adverse consequences. Recent technology innovations such as the incorporation of digital systems and live tracking systems, are strategies to improve flood risk mitigation.
- 1.4. **Transport and social inclusion.** In addition to this, the degree of climate resilience of transportation systems and transport infrastructure are significantly influencing the degree of accessibility to opportunities for urban and rural dwellers alike. Accessible, climate resilient transport systems are instrumental to enabling individuals to independently access to jobs, education, health care, tourist destinations, and other opportunities in The Bahamas.
- 1.5. **Climate Change and mobility in The Bahamas.** The current conditions in The Bahamas contrasts with the multiple risks of CC and with the goal of promoting social inclusion through transportation. Given its location and geography, The Bahamas is exposed to hurricanes and heavy rains that result in floods that affect urban mobility and the normal development of the economy and daily life activities. For example, floods limit the mobility of children and adolescents walking to schools, interrupt tourism, and increase freight logistic costs. Public

transit is based on buses or vans (also called jitneys). Residents and tourist who must walk to bus stops or other destinations, are adversely affected during heavy rain events, when flooding frequently impedes the ability of pedestrians to access desired destinations.

- 1.6. **Tourism and visitors.** The Bahamian economy heavily depends on international tourism. Climate resilient, safe, and inclusive, transport infrastructure enhances visitors' overall experience, encouraging them to spend more on products and services, and increasing the likelihood of future visits. Despite efforts to improve flood resilience, around hotels and key tourist areas, access remains challenging during the rainy season and severe weather events. This makes it difficult for businesses and entrepreneurs to connect with international visitors and generate revenue. Therefore, investments in address climate change adaptation on roads and in tourist areas can also stimulate the economy.
- 1.7. **Gender.** Climate resilient transportation infrastructure could facilitate mobility conditions and access to employment of women and other social groups. As in other countries in the Latin American and the Caribbean region, The Bahamas faces challenges of crime and personal security, which disproportionately affect women. When compared to men, women are more exposed to gender-based violence and sexual harassment when traveling. Integrating Information and Communication Technologies (ICTs) into transportation systems can improve quality and enhance perceptions of personal security.
- 1.8. **Diversity.** Vulnerable social groups are often overlooked by car-based development models and public policy and can greatly benefit from investments in resilient and sustainable infrastructure. Children and People with Disabilities (PWD) are at a higher risk of the impacts of climate change such as severe flooding, extreme heat, and traffic accidents. The lack of resilient, safe, and accessible, transport infrastructure imposes additional burdens on those who cannot move independently, and those who cannot drive due age, ability, or income. Not owning a car or lacking the ability to drive increases the risk of social exclusion.

2. **Objectives**

2.1. The consultancy aims to achieve the following to:

- Cocreate with the GoBH a project vision and goals for climate resilient and inclusive transport infrastructure in The Bahamas.
- Conduct a quantitative assessment of flood Risk for The Bahamas that considers the current and projected impacts of climate change on flood risks.
- Conduct a detailed hydrological assessment in which the intensity and recurrence of precipitation are described, as well as hydraulic models from which the flow and level of water in the channels and the study, area are simulated.
- The damage analysis should include an inventory of the exposed elements and structural models that allow evaluating parameters of response and degradation of the road infrastructure to different levels of intensity of flooding events.

- The second objective of the consultancy is to conduct probabilistic slow flood risk assessment studies with components of; hazard assessment, exposure modeling and analysis, evaluation and diagnosis of physical vulnerability, social vulnerability, and probabilistic risk calculation at a detailed scale of 1:2,000, as an input for land use planning.

3. Scope of Services

3.1. The successful project completion of the consultancy encompasses the following detailed consulting service requirements:

- Detailed hydrological results for historical and climate change scenarios: hyetographs and hydrographs for recurrent and extreme events.
 - Flood hazard maps for historical and climate change scenarios
 - Flood risk maps. Values of economic loss on road infrastructure, associated with recurrence.
- Prioritize drainage, nature based solutions to climate hazards, and inclusive climate resilient projects through a Multi Criteria Analysis, participatory planning approach, considering impact and feasibility.
 - Propose an actionable plan with preliminary designs and approximate costing for prioritized projects, ensuring alignment with the broader objectives of enhancing sustainability, accessibility, and resilience of The Bahamas' transport system.
 - Evaluate the impact of the measures implemented in the Loan.

Identify and describe potential infrastructure resilient and inclusive road infrastructure projects expected to improve first and last mile access, climate resilience and adaptation. Projects under consideration should be framed within safety and nature-based solutions to flooding and climate change impacts, among other transport-based and infrastructure investments.

Co-create a comprehensive vision and set of goals for resilient, inclusive, streets (safe, climate resilient, and inclusive infrastructure for all road users that align with the broader objectives of enhancing sustainability, accessibility, and inclusion (with an emphasis on gender and access for people with disabilities), and climate resilience in The Bahamas' transport system.

c) Propose and apply a robust methodology for prioritizing infrastructure projects to meet the objectives of the loan proposal.

d) Utilize the prioritization methodology to select a tailored package of priority interventions from the list of potential projects. This package should include preliminary designs and cost estimations to ensure that the total cost fits within the available financial

envelope.

e) Produce outputs to be utilized in the economic analysis (cost-benefit analysis (CBA)) and coordinate with the economic consultant.

f) Work with the Ministry of Works to strengthen their capacity to conduct integrated land use and urban mobility planning.

3.2. This scope aims to ensure that the consultancy delivers actionable, sustainable, and impactful results, contributing to the achievement of The Bahamas' vision for a resilient and inclusive transport infrastructure.

4. Key Activities

Activity 1: Flood Risk Assessment

In this phase, detailed hydrological information is required from which the intensity and recurrence of precipitation are described, as well as hydraulic models from which the flow and level of water in the channels and the study, area are simulated. The damage analysis will require an inventory of the exposed elements and structural models that allow evaluating parameters of response and degradation of the road infrastructure to different levels of intensity of flooding events.

- 1) Hydrological modelling for selected basins, for historical and climate change scenarios
- 2) Hydrodynamic modelling for the prioritized sector.
- 3) Exposure model for point and linear infrastructure elements
- 4) Detailed vulnerability model (analytical and/or from specialized literature)
- 5) Quantitative flood risk assessment
- 6) Development of the exposure model
- 7) Recommendations for the approach of flood disaster risk reduction measures, incorporating resilience to climate change

Activity 2: Probabilistic Flood Risk Assessment at Detailed Scales

- 1) Define and carry out the random sampling based on which the collection of information in the field should be programmed and carried out.
- 2) Define and schedule fieldwork.
- 3) Analyse and consolidate the information collected in the field regarding the variables of analysis of the exposure model.
- 4) Define the structural and content typologies presented in the analysis based on field information. This work should be carried out in conjunction with the physical vulnerability assessment component.
- 5) Analyse and consolidate the cadastre information for the area of analysis, in terms of exposed elements, their location, and the cadastral value of each one of them.
- 6) Consolidate the database of exposed elements for the analysis zone based on the location of the exposed elements, their appraisal, and the assignment of structural typologies and contents, together with the analysis variables defined in the Guidelines

document, among which are: height above grade, orthogonal distance to the water body, number of stories and adaptation condition.

- 7) Submit shape files showing the information of the database of exposed elements constructed.
- 8) Prepare a results document showing the construction process of the exposure database, containing information inputs, methodology, data processing and model results. Maps with project labels must be included for structural typologies, contents, appraisal, height above grade, orthogonal distance to the riverbed, and adaptation conditions.
- 9) Flood risk assessment Provide guidelines and follow-up to the flood hazard modelling team, to ensure that the results of this product feed appropriately into flood risk modelling.
- 10) Provide guidelines for the collection of information on exposed elements, in terms of the type of attributes, information, and data required for their appropriate characterization in flood risk modelling and analyse and follow up on the field data collection process of exposed elements and suggest adjustments to optimize its use in terms of physical vulnerability assessment and analysis and flood risk modelling.
- 11) Process exposure model information collected from previous studies in the analysis area so that it can be incorporated into the probabilistic flood risk model. Define and perform probabilistic risk modelling for the characterization of expected losses in the study area in the current state, employing actuarial risk metrics such as expected annual loss or maximum probable loss curve, and their concentration in the study area.

Carry out a benefit-cost analysis of the alternatives identified as viable for reducing the flood hazard or reducing the physical vulnerability of the exposed elements in the study area.

Activity 3: Project Identification and Prioritization

This activity involves the identification of potential projects and the application of criteria to prioritize them according to strategic objectives and impact.

- Recommend the most appropriate intervention options for the study area based on the benefit-cost analysis.
- Compile a long list of potential climate resilience and drainage projects, including brief descriptions and initial assessments of relevance and feasibility.
- Develop and apply a Multi Criteria Analysis methodology for prioritizing inclusive climate resilience projects, incorporating economic, social, and environmental factors.
- Conduct feedback loops with stakeholders to refine the prioritization to define a sample of projects (valuing 30% of the dollar amount of component 2 and that is representative of the types of projects in the long list) and ensure community and expert consensus.
- Guide the participating teams through content of knowledge related to best practices in processes climate resilient and flood mitigation planning.

Activity 4: Flood mitigation and inclusive climate resilient designs

Focuses on the detailed designs and conceptual planning of prioritized projects.

- Develop designs for shortlisted projects, detailing key features and intended outcomes.
- Create designs and diagrams for selected projects.
- Produce detailed text descriptions for each project, outlining objectives, expected impacts, and key components.

Activity 5: Cost Estimation and Objectives Statement Refinement

This stage estimates the financial requirements for the implementation of shortlisted projects and refines the objectives statement to align with developed plans.

- Conduct cost estimation for shortlisted projects.
- Refine the objectives and vision statement to reflect the detailed project plans and goals developed through the consultancy.

Activity 6: Final Reporting

The culmination of the consultancy's efforts, this package involves compiling the findings, designs, and plans into a comprehensive action plan.

- Compile and elaborate the final report, detailing the action plan for Resilient and Inclusive Urban Mobility Infrastructure implementation. This includes integrating prior work from stakeholder feedback to conceptual project designs and cost estimations for the sample of works (short-list representative sample with cost of approximately 30% of the program).
- Ensure the final report is accessible, incorporating visual elements from previous work packages to aid in understanding and engagement.
- Present the final report to the project sponsors and stakeholders, facilitating a session for final feedback and adjustments.
- Provide capacity building and learning guidelines materials on best practices in urban mobility and land use planning.

5. Expected Outcome and Deliverable

Deliverable 1: Work Plan

A report on the work plan and methodology to be utilized.

Deliverable 2: Flood Risk Assessments

A report describing the hydrological information modelled including the intensity and recurrence of precipitation, as well as hydraulic models from which the flow and level of water in the channels and the study, area are simulated, the damage analysis requires inventory of the exposed elements and structural models that allow evaluating parameters of response and degradation of the road infrastructure to different levels of intensity of flooding events. The report should include detailed hydrological information hydraulic models from which the flow and level of water in the channels and the study, area is simulated. The damage analysis will require an inventory of the

exposed elements and structural models that allow evaluating parameters of response and degradation of the road infrastructure to different levels of intensity of flooding events.

Deliverable 3: Comprehensive Action Plan for Investments and Institutional Strengthening for Climate Resilient and Inclusive Road Transport Infrastructure in The Bahamas.

This final report serves as the comprehensive action plan for implementing the prioritized projects under Component 1. It will include recommendations and prioritization of the most appropriate intervention options for the study area based on the benefit-cost analysis.

- Compile a long list of potential climate resilient and inclusive projects, including brief descriptions and initial assessments of relevance and feasibility. It will consolidate study findings, analyses, and stakeholder inputs into a cohesive and actionable document. The plan should include detailed project descriptions, designs, of the short-listed projects with diagrams, finalized cost estimations for the short-listed projects. It provides a roadmap for the execution of resilient and inclusive transport infrastructure projects, complete with timelines, responsibilities, and key performance indicators for monitoring progress.

Deliverable 4: Impact evaluation of the measures implemented in the loan

This report should detail the methodology and the design of an impact evaluation of the measures implemented in the loan. It should include databases needed for the baseline for the impact evaluation.

Deliverable 5. Climate Change Resilience and Flood Mitigation Plan for The Bahamas

The focus of this report is on the prioritization process and the preliminary financial analysis of the shortlisted projects. It will document the criteria and methodology used in the Multi Criteria Analysis for project prioritization, the rationale behind the selection of priority projects, and the feedback loops conducted to refine these selections. Additionally, the report includes preliminary cost estimations for each prioritized project, detailing the financial considerations and assumptions made during the analysis.

6. Project Schedule and Milestones

<u>Deliverable #</u>	<u>Timeline</u>
Deliverables 1	2 months
Deliverable 2	8 months
Deliverable 3	12 months
Deliverable 4	18 months
Deliverable 5	24 months

7. Acceptance Criteria

7.1. The work will be supervised by Lynn Scholl, Lead Transportation Specialist in The Bahamas, who will approve the products as long as they meet the requirements set forth in these terms of reference.

8. Other Requirements

The firm must be from one of our 48 Bank's member countries.

Firm experience: An urban planning and architecture consulting firm with experience in sustainable, climate resilient, and social inclusive urban projects. Specifically, experience is required in the development and/or implementation of urban interventions to improve the inclusiveness, sustainability, and climate resilience of streets, such as improved walkability, traffic safety for vulnerable groups (women, pedestrians, cyclists, children, universal accessibility, improved bike-ability, pedestrianization of streets, safe routes to school, and overall sustainable and safe mobility reforms). The consulting firm must have experience with at least three projects with application of participatory planning techniques with the community in active mobility, public space and placemaking projects. The firm is required to have similar experience for the purpose of this consultancy, preferably in cities in Latin America and the Caribbean and through of participatory processes.

Key personnel requirements: The consulting team must have the requirements listed below. In addition, previous experience in small cities and intermediate.

Project Director: Architecture and/or Urban Planning Professional, with experience proven internationally in the management of public space improvement projects, safe inclusive, and complete streets, with participatory design. Minimum 10 years of experience in projects in several countries of the region.

Urban planning specialist: Professional in Civil Engineering or Architecture and/or Urbanism, with experience in urban planning, flood resilience, sustainable mobility projects and/or public space improvement projects. Minimum 5 years of project experience of this type.

Confidentiality requirements

The consulting firm will keep all information confidential.

Public statements may not be made unless you receive express instructions from the supervision.

9. Schedule of Payments

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<u>Deliverable #</u>	<u>Percentage</u>
Deliverable 1	15%
Deliverable 2	25%
Deliverable 3	20%
Deliverable 4	20%
Deliverable 5	20%

BH-T1113-P002

Institutional Strengthening for Climate Resilient, Safe, and Complete Streets

Post of Duty: Remote.

The IDB Group is a community of diverse, versatile, and passionate people who come together on a journey to improve lives in Latin America and the Caribbean. Our people find purpose and do what they love in an inclusive, collaborative, agile, and rewarding environment.

About this position

The Interamerican Development Bank IDB, under the request of the Government of The Bahamas GOBH, is preparing a program for Low Carbon, Inclusive, and Sustainable Urban Mobility. This program aims to improve transport accessibility by integrating low-carbon transportation technologies, climate resilient infrastructure, and social inclusion initiatives. The program also considers modernization of the transport sector, institutional strengthening, and deployment of new technology.

Component three of the program will finance the strengthening of institutional capacity within the Ministry of Energy and Transport, as well as studies to digitalize the transport sector and to design and implement innovative execution mechanisms.

What you'll do:

Task 1. Needs Assessment

- Conduct an assessment of current institutional capacities
- Outline capacity building gaps in the transport sector of The Bahamas
- Facilitate and organize workshops with key stakeholder to gather input data and ensure alignment with the goals of the consultancy and the loan
- Engage with international experts and organizations to gather insights and best practices

Task 2. Capacity building

- Develop and deliver training programs to enhance the skills and knowledge among employees of the Government of The Bahamas.
- This task will be informed by results from Task 1.

Deliverables and Payments Timeline:

Deliverable 1. Needs assessment report

A report outlining the current institutional capacity and digitalization gaps, as well as recommendations for strengthening the Government of The Bahamas and the transportation

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sector. This report should include an evaluation of the existing digital infrastructure and technology use within the transport sector.

Deliverable 2. Training materials and capacity building reports

As a product of the work to be carried out within the framework of this consultancy, it is expected that the following reports and their respective products will be generated.

<u>Deliverable #</u>	<u>Percentage</u>	<u>Timeline</u>
Deliverable 1	30%	2 months
Deliverable 2	70%	6 months

What you'll need

- **Education:** Bachelor's degree (or equivalent advanced degree) in economics, civil engineer, industrial engineer, or management. Master's or PhD degree in economics, transportation, development or sustainability.
- **Experience:** Minimum of 10 years working in the public sector and at least 5 years of experience in transportation (in public agencies or private companies).
- **Languages:** Proficiency in English and one of the other Bank official languages (Spanish, French or Portuguese) is required.

Key skills:

- Learn continuously.
- Collaborate and share knowledge.
- Focus on clients.
- Communicate and influence.
- Innovate and try new things.

Requirements:

- **Citizenship:** You are a citizen of one of our 48-member countries.
- **Consanguinity:** You have no family members (up to the fourth degree of consanguinity and second degree of affinity, including spouse) working at the IDB, IDB Invest, or IDB Lab.

Type of contract and duration:

- **Type of contract:** Products and External Services Consultant (PEC), Lump Sum
- **Length of contract:** 6 months
- **Work Location:** Remote

What we offer

Terms of Reference

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The IDB group provides benefits that respond to the different needs and moments of an employee's life. These benefits include:

- A **competitive compensation** package.
- A flexible way of working. You will be evaluated by deliverable.

Our culture

At the IDB Group we work so everyone brings their best and authentic selves to work, willing to try new approaches without fear, and where they are accountable and rewarded for their actions.

Diversity, Equity, Inclusion and Belonging (DEIB) are at the center of our organization. We celebrate all dimensions of diversity and encourage women, LGBTQ+ people, persons with disabilities, Afro-descendants, and Indigenous people to apply.

We will ensure that individuals with disabilities are provided reasonable accommodation to participate in the job interview process. If you are a qualified candidate with a disability, please e-mail us at diversity@iadb.org to request reasonable accommodation to complete this application.

Our Human Resources Team reviews carefully every application.

About the IDB Group

The IDB Group, composed of the Inter-American Development Bank (IDB), IDB Invest, and the IDB Lab offers flexible financing solutions to its member countries to finance economic and social development through lending and grants to public and private entities in Latin America and the Caribbean.

About IDB

We work to improve lives in Latin America and the Caribbean. Through financial and technical support for countries working to reduce poverty and inequality, we help improve health and education and advance infrastructure. Our aim is to achieve development in a sustainable, climate-friendly way. With a history dating back to 1959, today we are the leading source of development financing for Latin America and the Caribbean. We provide loans, grants, and technical assistance; and we conduct extensive research. We maintain a strong commitment to achieving measurable results and the highest standards of integrity, transparency, and accountability.

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About IDB Lab

Is the innovation laboratory of the IDB Group. We mobilize financing, knowledge, and connections to drive innovation for inclusion in Latin America and the Caribbean. We believe innovation is a powerful tool that can transform our region, providing today unprecedented opportunities to

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populations that are vulnerable due to economic, social, or environmental factors. IDB Lab has a commitment to gender quality and diversity as part of its development mandate. The Strategy and Impact unit supports IDB Lab in the development of strategy, connections and knowledge, and impact measurement and reporting.

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https://twitter.com/IDB_Lab

About IDB Invest

IDB Invest, a member of the IDB Group, is a multilateral development bank committed to promoting the economic development of its member countries in Latin America and the Caribbean through the private sector. IDB Invest finances sustainable companies and projects to achieve financial results and maximize economic, social, and environmental development in the region. With a portfolio of \$14.1 billion in asset management and 325 clients in 25 countries, IDB Invest provides innovative financial solutions and advisory services that meet the needs of its clients in a variety of industries.

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BH-T1113-P003

Climate Resilient Digitalization Plan for The Bahamas

Post of Duty: Remote.

The IDB Group is a community of diverse, versatile, and passionate people who come together on a journey to improve lives in Latin America and the Caribbean. Our people find purpose and do what they love in an inclusive, collaborative, agile, and rewarding environment.

About this position

The Interamerican Development Bank IDB, under the request of the Government of The Bahamas GOBH, is preparing a program for Low Carbon, Inclusive, and Sustainable Urban Mobility. This program aims to improve transport accessibility by integrating low-carbon transportation technologies, climate resilient infrastructure, and social inclusion initiatives. The program also considers modernization of the transport sector, institutional strengthening, and deployment of new technology.

Component three of the program will finance the strengthening of institutional capacity within the Ministry of Energy and Transport, as well as studies to digitalize the transport sector and to design and implement innovative execution mechanisms.

What you'll do:

Task 1. Needs Assessment

- Conduct an assessment of current institutional capacities
- Evaluate existing digital infrastructure and technology use within the transport sector
- Outline capacity building gaps in the transport sector of The Bahamas
- Outline digitalization gaps in the transport sector of The Bahamas
- Facilitate and organize workshops with key stakeholder to gather input data and ensure alignment with the goals of the consultancy and the loan
- Engage with international experts and organizations to gather insights and best practices on digital transport solutions.

Task 3. Digitalization strategy

- Design a digitalization strategy for the transport sector, including the integration of low-carbon technologies.
- Identify and prioritize key digital tools and platforms to be potentially deployed in The Bahamas.

Deliverables and Payments Timeline:

Deliverable 1. Needs assessment report

A report outlining the current institutional capacity and digitalization gaps, as well as recommendations for strengthening the Government of The Bahamas and the transportation

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sector. This report should include an evaluation of the existing digital infrastructure and technology use within the transport sector.

Deliverable 2. Digitalization Strategy

Deliverable 3. Training materials and capacity building reports

As a product of the work to be carried out within the framework of this consultancy, it is expected that the following reports and their respective products will be generated.

<u>Deliverable #</u>	<u>Percentage</u>	<u>Timeline</u>
Deliverable 1	25%	3 months
Deliverable 2	35%	8 months
Deliverable 3	40%	12 months

What you'll need

- **Education:** Bachelor's degree (or equivalent advanced degree) in economics, civil engineer, industrial engineer, or management. Master's or PhD degree in economics, transportation, development or sustainability.
- **Experience:** Minimum of 10 years working in the public sector and at least 5 years of experience in transportation (in public agencies or private companies).
- **Languages:** Proficiency in English and one of the other Bank official languages (Spanish, French or Portuguese) is required.

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