

Support in the review and complementation of socioeconomic, socioenvironmental and technical studies

1. Background of this search:

The rail sector is a capital-intensive sector, requesting large investments for the maintenance, operation, and improvement of the infrastructure. The Global Infrastructure Hub (GIHUB) estimate that, until 2037, the total investment needed in the sector in the Americas is approximately US\$946 billion, and the investment gap is around US\$339 billion. For its characteristics, the rail transport mode contributes to high capacity transport for cargo and passengers, strengthen a land use and a territorial management by governments in reason of the controlled access by the infrastructure use, and efforts to mitigate the climate change effects, for their efficiency of fuel consumption and transport capacity compared with other transport modes.

There is a challenge for improving the investments needed for brownfield and greenfield lines. Brazil, as other countries in Latin America and the Caribbean (LAC) region, is facing a fiscal constrain, which limits the capacity to improve the rail sector using public investments. Since 1990, instruments as privatizations were largely used to leverage private investment in the rail sector, with the aim to improve the quality of the infrastructure and operation for users. However, the expansion of the rail service and the improvement of the rail quality is a necessity, and discussions are in process to make it a reality.

Brazil is evaluating the possibility to extend most of the current freight rail concessions, whose currently contracts will expire in seven to ten years horizon, under the requirement of new investments by the concessionaires in brownfield and greenfield projects. Part of this evaluation the Federal Government is doing concerns existing railway segments in the concessions contracts that are currently without economic function and the concessionaires are willing to return these segments to the Federal Government. Other need is that the Government is also evaluating strategies to develop rail infrastructure to some of the main agriculture production areas located at brazilian middle-west region, which has a logistic deficiency for their excessive dependency on road transport and the long distance to ports (especially in northern region). Also, it is imperative to develop alternative financing mechanisms that could support the leverage of investments in the rail transportation in Brazil, to improve the service offered by the rail network and to add capacity to the system refurbishing brownfield and/or building greenfield infrastructures. Therefore, the project will require the development of rail projects, of a set of studies and reviews, such as structuring and/or review of economic, financial and legal prefeasibility studies, the review and complementation of socioeconomic, socioenvironmental and technical studies, review of demand and risk studies of sustainability, among others.

2. Objectives and Scope of the Services:

- 2.1. The objective of this consultancy is to support the review and complementation of socioeconomic, socioenvironmental and technical studies for the Structure of Brazilian rail network., including a possible infrastructure for production areas in the brazilian middle-west region in order to support the information that evaluates the possibility to extent the current rail concessions. The socioenvironmental studies must be in accordance with the IDB's socio-environmental safeguards.

3. Key Activities

- 3.1. The activities to be carried out by the Consultant are described below, which are not limiting, and the Consultant must expand and deepen what is considered necessary, being solely responsible for the quality and integrity of the service entrusted.
- Review the information referred to socioeconomic and/or socioenvironmental studies of Brazilian rail network, including possible expansions, and present a report of the actual status of the Rail System in the socioeconomic and/or socioenvironmental aspect.
 - Review the information referred to the technical studies of the rail transport system of Brazil, including possible expansions, and present a report of the analysis considering additional information that is required.
 - Complement of socioeconomic and/or socioenvironmental studies of Brazilian rail network, especially for the rail infrastructure to agriculture production areas in the Brazilian middle-west region.
 - Complement of technical studies of the Brazilian rail network, especially for the rail infrastructure to agriculture production areas in the Brazilian middle-west region.

4. Report requirements:

- 4.1. It must include the proposed work methodology based on the present ToR. Also, the financial proposal must include:
- Unit costs and total cost.
 - The work schedules.
 - The experience of the proposed team for the job.
 - The topics that are assumed by the consultants.

5. Other requirements

- a. Citizenship: You are either a citizen of Brazil or a citizen of one of our 48-member countries with residency or legal permit to work in Brazil.
- b. Consanguinity: You have no family members (up to fourth degree of consanguinity and second degree of affinity, including spouse) working at the IDB Group.
- c. Experience: The services of a consulting firm with experience in socioenvironmental and technical studies for rail projects are required, whose team of professionals has environmental specialists, social specialists, technical specialists, and a coordinator with the following qualifications:
 - Coordinator: Senior social, environmental or technical specialist with more than 10 years' experience covering: (i) leadership in the preparation of socio-environmental and technical studies for infrastructure projects (ideally transportation and rail systems) complying with international standards; (ii) socio-environmental and technical due diligence for infrastructure projects (ideally transportation) complying with international standards (IDB, WB, etc.); and (iii) Work experience in Brazil and knowledge of its socio-environmental and technical regulatory framework.

- o **Specialist:** Social specialist, environmental specialists, and technical specialists with a qualification similar to that of the Project Manager, but specific to each area, with at least 8 years of experience.
- d. **Languages:** The documents must be prepared in English.

6. **Deliverables:**

6.1. The products / deliverables that are part of this service are detailed below:

Report	Description
1	Work plan that includes a schedule of activities and a table of contents for review and complement socioenvironmental and technical studies of the Brazilian rail network.
2	First version of the review of socioenvironmental and technical studies Brazilian rail network, including the proposal of the complementary studies to be developed.
3	Second version of review of socioenvironmental and technical studies, including the complementary studies.
4	Final report: Report of conclusions of the review and complementary studies of the socioenvironmental and technical information of the Brazilian rail network.

6.2. Note: In case the maximum delivery period is met on a holiday, Saturday or Sunday, the Consultant may present the deliverable the following business day.

7. **Opportunity Summary:**

- a. **Type of contract and modality:** Consulting Firm, Lump Sum.
- b. **Length of contract:** The consulting period will be 84 non-continuous business days, over a period of 6 months.
- c. **Starting date:** June 2021
- d. **Location:** External consultancy.
- e. **Responsible person:** Ana Beatriz Figueredo de C. Monteiro, IDB transport lead specialist (anafi@iadb.org)
- f. **Requirements:** You must be a citizen of one of the IDB's 48 member countries and have no family members currently working at the IDB Group.

8. **Monitoring and reporting**

- 8.1. Deliverables will be evaluated by Ana Beatriz Figueredo de C. Monteiro (INE/TSP), with support of VPS/ESG.
- 8.2. All reports and documents related to this contract must be able to handle applications compatible with Microsoft Office. The parties can exchange and deliver information electronically (email). Reports must be submitted in electronic format.

9. **Payment Schedule:**

Payment	Deliverable	Percentage (%)
1	Work plan	10%
2	Report 1	20%
3	Report 2	20%
4	Final Report	40%
Total		100%

- 9.1. Note: The IDB may terminate the contract at any time. Notwithstanding this, the Consultant will present a settlement with the expenses and costs incurred that may not exceed the percentage of the agreed amount according to the progress of the deliverables.

Impact studies of the rail passenger or cargo projects and their interconnection with the current Brazilian rail network

1. Background of this search:

The rail sector is a capital-intensive sector, requesting large investments for the maintenance, operation, and improvement of the infrastructure. The Global Infrastructure Hub (GIHUB) estimate that, until 2037, the total investment needed in the sector in the Americas is approximately US\$946 billion, and the investment gap is around US\$339 billion. For its characteristics, the rail transport mode contributes to high capacity transport for cargo and passengers, strengthen a land use and a territorial management by governments in reason of the controlled access by the infrastructure use, and efforts to mitigate the climate change effects, for their efficiency of fuel consumption and transport capacity compared with other transport modes.

There is a challenge for improving the investments needed for brownfield and greenfield lines. Brazil, as other countries in Latin America and the Caribbean (LAC) region, is facing a fiscal constrain, which limits the capacity to improve the rail sector using public investments. Since 1990, instruments as privatizations were largely used to leverage private investment in the rail sector, with the aim to improve the quality of the infrastructure and operation for users. However, the expansion of the rail service and the improvement of the rail quality is a necessity, and discussions are in process to make it a reality.

Brazil is evaluating the possibility to extend most of the current freight rail concessions, whose currently contracts will expire in seven to ten years horizon, under the requirement of new investments by the concessionaires in brownfield and greenfield projects. Part of this evaluation the Federal Government is doing concerns existing railway segments in the concessions contracts that are currently without economic function and the concessionaires are willing to return these segments to the Federal Government. Other need is that the Government is also evaluating strategies to develop rail infrastructure to some of the main agriculture production areas located at brazilian middle-west region, which has a logistic deficiency for their excessive dependency on road transport and the long distance to ports (especially in northern region). Also, it is imperative to develop alternative financing mechanisms that could support the leverage of investments in the rail transportation in Brazil, to improve the service offered by the rail network and to add capacity to the system refurbishing brownfield and/or building greenfield infrastructures. Therefore, the project will require the development of rail projects, of a set of studies an reviews, such as structuring and/or review of economic, financial and legal prefeasibility studies, the review and complementation of socioeconomic, socioenvironmental and technical studies, review of demand and risk studies of sustainability, among others.

2. Objectives and Scope of the Services:

- 2.1. The objective of this consultancy is to support the review and complementation of socioeconomic, socioenvironmental and technical studies for the Structure of rail projects in Brazil, including a possible infrastructure for producer areas in the brazilian middle-west region in order to support the information that evaluates the possibility to extent the current freight rail concessions. The socioenvironmental studies must be in accordance with the IDB's socio-environmental safeguards.

3. Key Activities

- 3.1. The activities to be carried out by the Consultant are described below, which are not limiting, and the Consultant must expand and deepen what is considered necessary, being solely responsible for the quality and integrity of the service entrusted.
- Review the information referred to socioeconomic and/or socioenvironmental studies of the rail transport system of Brazil, including possible expansions, and present a report of the actual state of the Rail System in the socioeconomic and/or socioenvironmental aspect.
 - Review the information referred to the technical studies of the rail transport system of Brazil, including possible expansions, and present a report of the analysis considering additional information that is required.
 - Complement of socioeconomic and/or socioenvironmental studies of the rail transport system of Brazil, especially for the rail infrastructure to agriculture production areas in the Brazilian middle-west region or areas with existing rail segments without economic function.
 - Complement of technical studies of the rail transport system of Brazil, especially for the rail infrastructure to agriculture production areas in the Brazilian middle-west region or areas with existing rail segments without economic function.

4. Report requirements:

It must include the proposed work methodology based on the present ToR. Also, the financial proposal must include:

- Unit costs and total cost.
- The work schedule.
- The experience of the proposed team for the job.
- The topics that are assumed by the consultants.

6. Other requirements

- e. **Citizenship:** You are either a citizen of Brazil or a citizen of one of our 48-member countries with residency or legal permit to work in Brazil.
- f. **Consanguinity:** You have no family members (up to fourth degree of consanguinity and second degree of affinity, including spouse) working at the IDB Group.
- g. **Experience:** The services of a consulting firm with experience in socioenvironmental and technical studies for rail projects are required, whose team of professionals has environmental specialists, social specialists, technical specialists, and a coordinator with the following qualifications:
 - **Coordinator:** Senior social, environmental or technical specialist with more than 10 years of experience covering: (i) leadership in the preparation of socio-environmental and technical studies for infrastructure projects (ideally transportation and rail systems) complying with international standards (IDB, WB ...); (ii) socio-environmental and technical due diligence for infrastructure projects (ideally transportation) complying with international standards (IDB, WB, etc.); and (iii) Work experience in Brazil and knowledge of its socio-environmental and technical regulatory framework.

- o **Specialist:** Economic and/or Social specialist, environmental specialist and technical specialists with a qualification similar to that of the Project Manager, but specific to each area, with at least 8 years of experience.
- h. **Languages:** The documents must be prepared in Portuguese.

7. Deliverables:

The products / deliverables that are part of this service are detailed below:

Report	Description
1	Work plan that includes a schedule of activities and a table of contents for review and complement socioenvironmental and technical studies of the rail transport system in Brazil.
2	First version of the review of socioenvironmental and technical studies of rail transport system in Brazil, including the proposal of the complementary studies to be developed.
	Second version of review of socioenvironmental and technical studies, including the complementary studies.
3	Final report Report of conclusions of the review

Note: In case the maximum delivery period is met on a holiday, Saturday or Sunday, the Consultant may present the deliverable the following business day.

8. Opportunity Summary:

- g. **Type of contract and modality:** Consulting Firm, Lump Sum.
- h. **Length of contract:** The consulting period will be 84 non-continuous business days, over a period of 6 months.
- i. **Starting date:** July 1st, 2020
- j. **Location:** External consultancy.
- k. **Responsible person:** Ana Beatriz Figueredo, IDB transport specialist (rcapristan@iadb.org)
- l. **Requirements:** You must be a citizen of one of the IDB’s 48 member countries and have no family members currently working at the IDB Group.

9. Monitoring and reporting

- Deliverables will be evaluated by Rafael Capristán (INE/TSP), with support of Julio Rojas and Juan Carlos Vasquez (VPS/ESG).
- All reports and documents related to this contract must be able to handle applications compatible with Microsoft Office. The parties can exchange and deliver information electronically (email). Reports must be submitted in electronic format.

10. Payment schedule:

Payment	Deliverable	Percentage (%)
1	Work plan	10%
2	Report 1	35%
3	Report 2	55%
Total		100%

Note: The IDB may terminate the contract at any time. Notwithstanding this, the Consultant will present a settlement with the expenses and costs incurred that may not exceed the percentage of the agreed amount according to the progress of the deliverables.

CONSULTANCY TO SUPPORT THE IDB IN THE DIAGNOSIS OF BOTTLE NECKS, MISSING LINKS AND RAIL SEGMENTS WITHOUT ECONOMIC FUNCTION IN THE BRAZILIAN RAIL NETWORK

Background of this search:

The rail sector is a capital-intensive sector, requesting large investments for the maintenance, operation, and improvement of the infrastructure. The Global Infrastructure Hub (GIHUB) estimate that, until 2037, the total investment needed in the sector in the Americas is approximately US\$946 billion, and the investment gap is around US\$339 billion. For its characteristics, the rail transport mode contributes to high capacity transport for cargo and passengers, strengthen a land use and a territorial management by governments in reason of the controlled access by the infrastructure use, and efforts to mitigate the climate change effects, for their efficiency of fuel consumption and transport capacity compared with other transport modes.

There is a challenge for improving the investments needed for brownfield and greenfield lines. Brazil, as other countries in Latin America and the Caribbean (LAC) region, is facing a fiscal constrain, which limits the capacity to improve the rail sector using public investments. Since 1990, instruments as privatizations were largely used to leverage private investment in the rail sector, with the aim to improve the quality of the infrastructure and operation for users. However, the expansion of the rail service and the improvement of the rail quality is a necessity, and discussions are in process to make it a reality.

Brazil is evaluating the possibility to extend most of the current freight rail concessions, whose currently contracts will expire in seven to ten years horizon, under the requirement of new investments by the concessionaires in brownfield and greenfield projects. Part of this evaluation the Federal Government is doing concerns existing railway segments in the concessions contracts that are currently without economic function and the concessionaires are willing to return these segments to the Federal Government. Other need is that the Government is also evaluating strategies to develop rail infrastructure to some of the main agriculture production areas located at brazilian middle-west region, which has a logistic deficiency for their excessive dependency on road transport and the long distance to ports (especially in northern region). Also, it is imperative to develop alternative financing mechanisms that could support the leverage of investments in the rail transportation in Brazil, to improve the service offered by the rail network and to add capacity to the system refurbishing brownfield and/or building greenfield infrastructures. Therefore, the project will require the development of rail projects, of a set of studies an reviews, such as structuring and/or review of economic, financial and legal prefeasibility studies, the review and complementation of socioeconomic, socioenvironmental and technical studies, review of demand and risk studies of sustainability, among others.

The team's mission:

Established in 1959, the Inter-American Development Bank ("IDB" or "Bank") is the main source of financing for economic, social, and institutional development in Latin America and the Caribbean. It provides loans, grants, guarantees, policy advice and technical assistance to the public and private sectors in its borrowing countries. The Transportation Division has one of the largest project portfolios within the IDB, with more than US\$11 billion in ongoing operations and with average approvals per year of US\$1.5 billion.

What you'll do:

The objective is to support the bank and the technical team of the Federal Government of Brazil with the diagnosis of bottle necks and missing links in the Brazilian rail network.

To achieve this objective, the consultant must carry out the following support activities, as requested by the contract supervisors.

- Search public and private (requesting Federal Government of Brazil) information about current Brazilian rail network. It should include supply and demand rail transportation system characteristics.
- Review rail system operation and compare it with its current demand to identify bottlenecks. In the same way, identify missing links in the Brazilian rail network.
- Prepare a diagnostic report of the current railway network as well as its recommendations.

Deliverables and Payments timeline:

- Work plan for the optimal development of the consultancy.
- Report 1: It will include an intermediate report of the activities carried out by the consultant that must incorporate the adjustments established by the project team.
- Report 2: It will include the final report of the activities carried out by the consultant, and the final versions of the documents indicated in previous section that must incorporate the adjustments established by the project team.

Depending on the needs defined by the team leader, the consultant must present intermediate or progress reports, not subject to payment, that serve as inputs for achieving the objectives of this consultancy.

For payment purposes, the following reporting schedule and calendar are defined:

Payment	Deliverable	Percentage (%)
1	Work plan	20
2	Report 1	40
3	Report 2	40
		100%

All reports and documents related to this contract must be able to handle applications compatible with Microsoft Office. The parties can exchange and deliver information electronically (email). Reports must be submitted in electronic format.

What you'll need:

- **Citizenship:** You are either a citizen of Brazil or a citizen of one of our 48-member countries with residency or legal permit to work in Brazil.
- **Consanguinity:** You have no family members (up to fourth degree of consanguinity and second degree of affinity, including spouse) working at the IDB Group.

- **Education:** Master's in Civil Engineering, Transport, or related areas.
- **Experience:** Minimum of fifteen (15) years of professional experience related to the economic evaluation of infrastructure. Desirable experience with secondary and tertiary roads.
- **Languages:** Portuguese is mandatory. English and Spanish are desirable.

Opportunity Summary:

- **Type of contract and modality:** Contractual of External Products and Services, Lump Sum.
- **Length of contract:** 6 months.
- **Starting date:** June 1st, 2021
- **Location:** External consultancy.
- **Responsible person:** Ana Beatriz Figueiredo de Castro Monteiro, IDB transport lead specialist (anafi@iadb.org)
- **Requirements:** You must be a citizen of one of the IDB's 48 member countries and have no family members currently working at the IDB Group.

Our culture: Our people are committed and passionate about improving lives in Latin-America and the Caribbean, and they get to do what they love in a diverse, collaborative and stimulating work environment. **We are the first Latin American and Caribbean development institution to be awarded the EDGE certification, recognizing our strong commitment to gender equality.** As an employee you can be part of internal resource groups that connect our diverse community around common interests.

We encourage women, afro-descendants, people of indigenous origins, and persons with disabilities to apply.

About us: At the IDB, we're committed to improving lives. Since 1959, we've been a leading source of long-term financing for economic, social, and institutional development in Latin America and the Caribbean. We do more than lending though. We partner with our 48-member countries to provide Latin America and the Caribbean with cutting-edge research about relevant development issues, policy advice to inform their decisions, and technical assistance to improve on the planning and execution of projects. For this, we need people who not only have the right skills, but also are passionate about improving lives.

Our team in Human Resources carefully reviews all applications.

CONSULTANCY TO SUPPORT THE IDB IN REVIEW OF DEMAND AND RISK STUDIES OF SOCIOECONOMIC SUSTAINABILITY OF THE EXISTING RAIL SYSTEMS

Background of this search:

The rail sector is a capital-intensive sector, requesting large investments for the maintenance, operation, and improvement of the infrastructure. The Global Infrastructure Hub (GIHUB) estimate that, until 2037, the total investment needed in the sector in the Americas is approximately US\$946 billion, and the investment gap is around US\$339 billion. For its characteristics, the rail transport mode contributes to high capacity transport for cargo and passengers, strengthen a land use and a territorial management by governments in reason of the controlled access by the infrastructure use, and efforts to mitigate the climate change effects, for their efficiency of fuel consumption and transport capacity compared with other transport modes.

There is a challenge for improving the investments needed for brownfield and greenfield lines. Brazil, as other countries in Latin America and the Caribbean (LAC) region, is facing a fiscal constrain, which limits the capacity to improve the rail sector using public investments. Since 1990, instruments as privatizations were largely used to leverage private investment in the rail sector, with the aim to improve the quality of the infrastructure and operation for users. However, the expansion of the rail service and the improvement of the rail quality is a necessity, and discussions are in process to make it a reality.

Brazil is evaluating the possibility to extend most of the current freight rail concessions, whose currently contracts will expire in seven to ten years horizon, under the requirement of new investments by the concessionaires in brownfield and greenfield projects. Part of this evaluation the Federal Government is doing concerns existing railway segments in the concessions contracts that are currently without economic function and the concessionaires are willing to return these segments to the Federal Government. Other need is that the Government is also evaluating strategies to develop rail infrastructure to some of the main agriculture production areas located at brazilian middle-west region, which has a logistic deficiency for their excessive dependency on road transport and the long distance to ports (especially in northern region). Also, it is imperative to develop alternative financing mechanisms that could support the leverage of investments in the rail transportation in Brazil, to improve the service offered by the rail network and to add capacity to the system refurbishing brownfield and/or building greenfield infrastructures. Therefore, the project will require the development of rail projects, of a set of studies an reviews, such as structuring and/or review of economic, financial and legal prefeasibility studies, the review and complementation of socioeconomic, socioenvironmental and technical studies, review of demand and risk studies of sustainability, among others.

The team's mission:

Established in 1959, the Inter-American Development Bank ("IDB" or "Bank") is the main source of financing for economic, social, and institutional development in Latin America and the Caribbean. It provides loans, grants, guarantees, policy advice and technical assistance to the public and private sectors in its borrowing countries. The Transportation Division has one of the largest project portfolios within the IDB, with more than US\$11 billion in ongoing operations and with average approvals per year of US\$1.5 billion.

What you’ll do:

The objective is to support the bank and the technical team of the Federal Government of Brazil with the review of demand and risk studies of socioeconomic sustainability of the existing rail systems

To achieve this objective, the consultant must carry out the following support activities, as requested by the contract supervisors.

- Review the diagnosis of the railway network offer and evaluate the existing portfolio of projects to cover it as well as the rail segments without economic function.
- Quantify investments in the project portfolio from the economic and social impact point of view.
- Propose a hierarchy of investments that impact the sustainability of the current Brazilian railway network.
- Identify financing sources and models by making projections through comparisons of economic cash flow.

Deliverables and Payments timeline:

- Work plan for the optimal development of the consultancy.
- Report 1: It will include an intermediate report of the activities carried out by the consultant that must incorporate the adjustments established by the project team.
- Report 2: It will include the final report of the activities carried out by the consultant, and the final versions of the documents indicated in previous section that must incorporate the adjustments established by the project team.

Depending on the needs defined by the team leader, the consultant must present intermediate or progress reports, not subject to payment, that serve as inputs for achieving the objectives of this consultancy.

For payment purposes, the following reporting schedule and calendar are defined:

Payment	Deliverable	Percentage (%)
1	Work plan	20
2	Report 1	40
3	Report 2	40
		100%

All reports and documents related to this contract must be able to handle applications compatible with Microsoft Office. The parties can exchange and deliver information electronically (email). Reports must be submitted in electronic format.

What you’ll need:

- **Citizenship:** You are either a citizen of Brazil or a citizen of one of our 48-member countries with residency or legal permit to work in Brazil.

- **Consanguinity:** You have no family members (up to fourth degree of consanguinity and second degree of affinity, including spouse) working at the IDB Group.
- **Education:** Master's in Civil Engineering, Economics, Transport, or related areas.
- **Experience:** Minimum of fifteen (15) years of professional experience related to the economic evaluation of infrastructure. Desirable experience with secondary and tertiary roads.
- **Languages:** Spanish and Portuguese are mandatory. English is desirable.

Opportunity Summary:

- **Type of contract and modality:** Contractual of External Products and Services, Lump Sum.
- **Length of contract:** 6 months.
- **Starting date:** December 1st, 2021
- **Location:** External consultancy.
- **Responsible person:** Ana Beatriz Figueiredo de Castro, IDB transport specialist (anafi@iadb.org)
- **Requirements:** You must be a citizen of one of the IDB's 48 member countries and have no family members currently working at the IDB Group.

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