

**Ministry of Transport and Infrastructure (MoTI)
Directorate-General of Infrastructure Investments (DGII)**

**Project Implementation Unit (PIU) for the
RAIL LOGISTICS IMPROVEMENT PROJECT (RLIP)**

**TERMS OF REFERENCE
FOR A
ENVIRONMENTAL SPECIALIST**

Background

The Ministry of Transport and Infrastructure (MoTI) of the Republic of Turkey, through the Ministry of Treasury and Finance (MoTF), has obtained financing from the World Bank (“the Bank”) towards implementation of the Rail Logistics Improvement Project (RLIP, “the Project”). RLIP will be financed by the Bank through an IBRD loan for which MoTI has been designated as the Line Ministry responsible for project implementation.

The overall objective of the Project is to increase rail freight traffic efficiency in main transport corridors in Turkey by improving last-mile rail infrastructure connectivity, enhancing the operational efficiency of logistics centers, and strengthening institutional capacity.

The specific objectives are as follows:

- (i) Provide last-mile rail connectivity to and from key cargo generation-attraction nodes at select freight corridors nationally;
- (ii) Support capacity building and institutional strengthening at the main MoTI sub-agencies involved in the rail sector;
- (iii) Help strengthen MoTI’s response to the medium- and long-term impacts of COVID-19 on Turkey’s logistics system;
- (iv) Improve rail freight service delivery;
- (v) Strengthen railway network planning; and
- (vi) Promote multimodality through a more robust operation of TCDD-owned logistics centers.

The Project will be implemented through three components:

1. **Construction of Railway Branch Lines and Multimodal Connections at Priority Network Nodes (Component 1)**, including the provision of last-mile rail (and in select cases, road/multimodal) connectivity at well-prioritized portions of the Turkish railway network. The initial focus of Component 1 is the provision of last-mile rail and road connectivity to/from the greenfield maritime port of Filyos on the Black Sea Coast, and the provision of last-mile rail connectivity to/from key industrial zones adjacent to Iskenderun Bay in the Çukurova region. Additional network nodes to be connected to the main railway network at the last mile will be identified during project implementation.
2. **Feasibility Studies, Detailed Engineering Designs, Environmental and Social Documentation, and Construction Supervision for Rail Last-mile Connectivity Infrastructure at Additional Freight Nodes (Component 2)**, including consulting services to produce Feasibility Studies—including the environmental and social dimensions of project feasibility—for 12 potential last-mile rail (and, where necessary, complementary road/multimodal) connectivity infrastructure subprojects at pre-identified freight

generation-attraction nodes currently disconnected from the national railway network. Engineering designs and environmental and social safeguards instruments will also be produced for a subset of these subprojects. Approximately 2-3 subprojects will be selected for construction under Component 1, based on findings from FS, detailed engineering designs, and environmental and social safeguards documentation.

3. **Phase 2 COVID-19 Response Support, Institutional Strengthening, Capacity Building, and Project Implementation Support (Component 3)**, including consulting services to provide technical assistance and capacity building in the following areas: (i) support to MoTI to diagnose the medium- and long-term impacts of COVID-19 on multimodal logistics on the demand and supply sides, and design public, public-private, and/or purely private interventions, including interventions aimed to tackle behavioural and occupational aspects of risk prevention, to mitigate these impacts; (ii) support to DGII on the uniformization of rail technical standards across the national rail network; (iii) support to MoTI [DGII, DGTSR (Directorate-General of Transportation Services Regulation), TCDD (Directorate General of Turkish State Railways)] on the preparation of a strategy document for rail freight sector performance improvement; and (iv) support to TCDD through the development of an operational and management model for rail-enabled logistics centers consistent with international best practice, properly contextualized to the Turkish environment.

MoTI's Directorate-General of Infrastructure Investments (DGII) will assume overall implementation responsibility of RLIP and will serve as its implementing agency at the working level. A Project Implementation Unit (PIU) has been established within DGII to oversee all aspects of project implementation across all 3 components. It is expected that RLIP will be implemented over a period of approximately 6 years, between July 2020 and December 2026.

Objectives

The objective of this assignment is to employ an experienced consultant as the Environmental Specialist of DGII PIU, to assist in the project implementation activities as indicated below.

Duties and Responsibilities

Within the framework of the Project, an Environmental Specialist will be recruited to join the PIU full-time in support of project implementation throughout the life of the project.

The Environmental Specialist will carry out the following main lines of work: (a) implement all Environmental and Social Management Plans (ESMPs, including sub-management plans) at the project and site-specific level in accordance with associated Environmental and Social Impact Assessments (ESIAs); (b) oversee the environmental performance of all civil works contractors (including sub-contractors) and consultants under the project; (c) document all aspects of project environmental performance; (d) contribute to strong project-related environmental outcomes; (e) review and support the process of preparation of ESIAs, ESMPs, and related environmental and social instruments in line with the requirements of the World Bank's Environmental and Social Framework for future subprojects to be developed by the PIU during project implementation; (f) oversee the performance and duties of all construction supervision consultants under the project as it pertains to environmental aspects; and (g) provide overall support to all PIU efforts to ensure that RLIP attains its development objectives, in close coordination with DGII and World Bank staff.

The key detailed activities to be carried out by the Environmental Specialist are:

- Undertake ongoing environmental performance assessments and lead environmental management of all civil works subprojects and related project activities in accordance with the project's environmental and social safeguards instruments, including ESIA's, ESMPs (including sub-management plans), contractors' site-specific Environmental and Social Management Plans (SESMPs) and sub-management plans, and all annexes included as part of these documents (e.g., Cultural Heritage Management Plans, Biodiversity Management Plans, Aggregate Management Plan, etc.), and any other related guiding documents, to improve the project's environmental impacts and outcomes;
- Oversee and support the preparation of future environmental and social safeguards instruments, to be produced by external consultants during project implementation and financed by the loan, for future rail last-mile infrastructure sub-projects beyond Filyos port and the Çukurova region, in full compliance with the principles and standards of the World Bank's Environmental and Social Framework (ESF) and in a manner acceptable to the World Bank, including the process of review and approval by the World Bank prior to disclosure, and including the process of public consultation with relevant stakeholders during disclosure;
- Oversee and support the preparation, to be conducted during implementation by external consultants and financed by the loan, of additional studies as specified in the existing Filyos port and Çukurova region Environmental and Social Commitment Plan (ESCP), as well as updates to the ESIA's, ESMPs (including sub-management plans), Resettlement Action Plans (RAPs), and others, and to the final railway lines' designs and rights-of-way, respectively, and in full compliance with the principles and standards of the World Bank's ESF and in a manner acceptable to the World Bank;
- As needed, participate in the procurement process for consultants that will produce environmental and social safeguards instruments, help finalize their terms of references, and contribute to ensure that the selection process is technically robust and responsive to the needs of the project;
- In addition to the safeguard instruments, contribute to overseeing and assessing the environmental content of future feasibility studies and detailed engineering designs to be developed during project implementation for future last-mile rail infrastructure subproject;
- Oversee, guide, and assess the performance of all construction supervision consultants (CSCs) to be mobilized during project implementation at different civil works sites;
- Ensure integration of all mitigation measures envisaged under ESMPs and SESMPs and sub-management plans into any project re-design / design adjustment and implementation plans under contract documents;
- Ensure that all contractors are familiar with, fully understand, and can internalize the provisions of all ESMPs and sub-management plans under the project and their obligations therein;
- Oversee the pre-construction baseline monitoring of air, noise, water, soil and sediment quality etc. to be carried out by CSCs at all project sites for civil works;
- Ensure compliance of the mitigation measures by the contractors, including proper operation and maintenance of their equipment through regular field visits to the project sites;
- Maintain a project and sub-project specific database for environmental management and monitoring;
- Compile monthly, quarterly and annual reports to update ongoing environmental processes and address current issues; ensure that any issues raised during the field visits are adequately captured and monitored through this system;
- Oversee activities and monitor performance of any third-party environmental consulting firm (where applicable);

- Provide recommendations to the PIU for implementation of mitigation measures/corrective actions and suggest plans of action for project environmental performance improvements;
- Support, as applicable, any environmental-related aspects of the project's technical assistance consulting services under Component 3;
- Contribute to, and join as necessary, regular meetings with World Bank staff, including regular World Bank Implementation Support Missions and other implementation support efforts; and
- Provide any other necessary support related to environmental issues of the project.

Duration and Location of Employment

The services will be required on a full-time basis. The Environmental Specialist is expected to commence work from September 2020, with two months' probation period and a renewable 1-year contract, if performance is satisfactory, for the entire duration of the project.

The position will be based in Ankara, and the consultant will be expected to travel to civil works sites and other relevant sites under the project throughout project implementation.

Qualification Requirements

The Environmental Specialist will hold at least a Master's degree in environmental engineering and should have at least 5 years of experience in environmental planning, assessments, management and monitoring of infrastructure or similar projects. Knowledge in and experience with environmental and social safeguard policies and standards of the World Bank's ESF or other international development institutions will be a strong advantage. In the absence of this, the selected Environmental Specialist will be required to become thoroughly acquainted with the principles and standards of the ESF as the key guiding document to inform all aspects of this assignment. The Environmental Specialist shall be fluent in Turkish and have a good command of written and spoken English.

Hiring Methodology

The Consultant will be hired in accordance with the World Bank's "Procurement Regulations for IPF Borrowers (in effect since 1 July 2016 and revised November 2017 and August 2018) (Procurement Regulations)". The contract will be signed between the Directorate-General of Infrastructure Investments (DGII) or his designee and the Consultant.

Application Process

The application should include a CV in the following format in English.

Attn: Mr. Ahmet Tuncsoy

Ministry of Transport and Infrastructure (MoTI)
Directorate-General of Infrastructure Investments (DGII)
Project Implementation Unit

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ANNEX I

CURRICULUM VITAE

Name of Staff :
Profession :
Date and Place of Birth :
Civil Status :
Home Address :
Phone home :
 mobile :
E-Mail :
POSITION APPLIED :

KEY QUALIFICATIONS

Specific experience in:

EDUCATIONAL BACKGROUND

PROFESSIONAL EXPERIENCES

(Employment Record)

Language Proficiency :

1.	Excellent	Good	Poor
Reading			
Writing			
Speaking			

2.	Excellent	Good	Poor
Reading			
Writing			
Speaking			

3.	Excellent	Good	Poor
Reading			
Writing			
Speaking			

Computing Knowledge :

Experience in:

Membership of Professional Societies :

References and transcripts : AVAILABLE UPON REQUEST

Certification

I, the undersigned, certify that to the best of my knowledge and belief, this biodata correctly describes myself, my qualifications and my experience.

Signature

Date