**Terms of Reference (ToR) for the Resettlement Policy Framework (RPF)**

**Ploiesti-Brasov Motorway Preparation Project**

**Background**

Transport infrastructure networks in Romania are in poor condition, offer insufficient coverage, are not efficiently maintained, and generally do not support the country’s aspirations on growth and job creation. The rail sector is not cost effective, receives a very significant share of EU funding given EU priorities and needs a thorough reform to increase its efficiency. However, based on current traffic trends and situation in all other EU countries, the backbone of traffic flows uses and will use the road network. However, compared to all EU countries, Romania’s 700 km of motorways offer very little coverage. Driving conditions along main national roads are poor and unsafe. Romania has a long history of insufficient construction of motorways. Historically, Romania has also not managed any road sector PPP (only some port and rail cargo operations are private). There is a lack of credible pipeline for motorways to this day, while the size of the country and its main centers for growth would justify many sections economically. There is an acute need to restructure Romania’s transport infrastructure and associated services with priority given to economically critical routes and better overall connectivity.

To address these challenges, the Government of Romania approved on September 19, 2016 a Governmental Decision for the approval of the General Transport Master Plan (GTMP), which provides the strategy for the development of Romania’s transport sector for the next 20 years. The Master Plan identified the projects and policies which best meet Romania's National transport needs over the next 5-20 years, for all modes of transport, and provides a sound, analytical basis for the choice of those policies and projects.

Romania’s General Transport Master Plan (GTMP) is ambitious with respect to both funding and the envisaged pace of implementation. It targets EUR 27 billion in road sector investment though 2030. According to the approved GTMP, 11 motorways (estimated at EUR 13.3 billion), 19 expressways (estimated at EUR 10.4 billion), tens of modernizations (EUR 2.5 billion), and bypasses (EUR 0.46 billion) are to be delivered by 2030. However, funding sources have been identified for just a portion of the planned investments. For the period 2014 - 2020, the road sector financing needs as per the GTMP amount to EUR 12.8 billion. Approximately EUR 4.6 billion is to be secured from EU funds and national counterpart funding. The balance of EUR 8.2 billion is yet to be identified. Investments that are envisaged for the 2021-2030 period also show a EUR 7.9 billion funding gap. Projected expenditure levels also appear ambitious considering past experience. For example, during 2012 when Romania’s greatest level of annual road infrastructure investment to date took place along 1,623 km of the network, annual capital investment amounted to EUR 1.15 billion. The GTMP envisages implementation of more than EUR 2 billion worth of investment per year through 2020.

The 110 km Ploiesti-Brasov Motorway is included in the GTMP and forms part of the comprehensive Trans-European Transport Network (TEN-T). It is a flagship project for Romania’s government. The project would complement the existing 60 km Bucharest-Ploiesti Motorway and would link Bucharest with the regional center of the Brasov area.  More strategically, this would fundamentally change connectivity between two of Romania’s most economically vibrant areas. There have been three prior failed attempts at developing the project under some form of private concession.  The most recent attempt in 2014 did not reach closure due to higher than expected costs for the government as well as perceived governance issues surrounding the deal.  Experience of this attempt showed that deficient project preparation placed the Government of Romania at a severe disadvantage when negotiating with prospective Project sponsors. It also demonstrated that many technical constraints envisaged during the 2006 feasibility study have become outdated. For example, the 2006 feasibility study set an alignment that avoided any tunnel in excess of 300 meters.

The Government of Romania (GoR) intends to receive a loan from the World Bank to finance preparation and technical assistance activities relevant to the implementation of the Ploiesti-Brasov Motorway under the following two components:

***Component 1: Preparation of the Ploiesti-Brasov Motorway delivery***

This component will support financing of the necessary studies/activities, all related to the construction of the Ploiești-Braşov Motorway from the current end of the A3 motorway in Ploiești to Rȃșnov: feasibility studies, technical surveys, engineering conceptual and detailed design studies; relevant safeguard instruments (ESIA, Environmental and Social Management Plan, Resettlement Policy Frameworks, Resettlement Action Plans); and preparation of all bidding documents to facilitate the construction of the Ploiești - Braşov motorway from the current end of the A3 motorway in Ploiești to Rȃșnov. At the time of drafting of this ToR a financing source of this motorway construction is still not finalized.

***Component 2: Institutional strengthening and sector initiatives***

This component will support financing of activities related to the project management, external technical support for improving government project management processes, training and skills enhancement relating to motorways development with a particular focus on tunneling, complex structures, and road safety, etc.

The Project will seek to use the Ploiesti-Brasov Motorway Project’s preparation as a demonstration for improved project preparation of major projects as well as a platform for the development of boarder sector-wide funding and delivery strategies for Romania’s motorways, roads and bridge network.

The road construction proposed for technical preparation in this project is in a region with three major tourist cities (Bușteni, Predeal and Sinaia) and several villages and communes. The topography consists of flat areas and steep mountains possing challenges for engineering designs. The project affected area also has well known nature reserves and parks and important historical, archeological and cultural resources. The project area also contains numerous utilities (gas and oil pipelines, electrical transmission lines, and sewage systems. Important reservoirs used for drinking water servicing significant metropolitan centers and sources of irrigation systems are also in the project area.

The TA will update the previous road corrider designs, determine alternative engineering designs based on modern EU road construction standards, propose alternative cost benefit options and undertake preliminary scoping of environmental and social impacts and risks. Based on these results, final road construction proposals will be developed.

*The location of Ploiesti – Brasov motorway*



A3: Bucharest-Ploiesti Section (60 km)

Under Operation since 2012

**Ploiesti-Brasov Section (110 km)**

**Proposed Project**

Rasnov-Cristian (Brasov) Section (6.3 km)

Under Design-Build Contract since Oct 2017

A3: Bucharest-Ploiesti Inner Ring Road Section (3 km)

Under Construction toward mid-2018 Opening

A3: Bucharest-Brasov Corridor

Comarnic

*\*For internal use only: This is not a certified map for publication.*

The country has experience in implementing IFI (such as EU and EBRD) supported road projects including World Bank financed projects. The TA will also support capacitity enhancement for the Project Implementation Unit (PIU) staff within the Ministry of Transport. The PIU will coordinate and implement,project planning, budgeting, procurement, disbursement, construction and environmental and social due diligence oversight, auditing, monitoring and evaluation, and implementation progress reports.

1. **Preparation of Resettlement Policy Framework (RPF)**

The proposed corridor to be undertaken for detailed study under the TA does anticipate some social impacts. Since the project proposed under GTMP is expected to be posed to World Bank and or other multilaterals/bilateral for investments, it was considered appropriate to develop a Resettlement Policy Framework (RPF) which will cover land-related impacts that may occur while executing investments both in Ploiesti-Brasov Motorway Project whilst other social impacts will be covered in ESIA. RPF is an instrument which derives from the World Bank’s Involuntary[[1]](#footnote-1) Resettlement Policy (OP 4.12)[[2]](#footnote-2). This policy covers direct economic and social impacts that may result from Bank-assisted investment projects and or others caused by:

1. involuntary taking of land resulting in
2. relocation or loss of shelter for existing/resident population;
3. loss of assets or access to assets; or

 (iii) loss of income sources or means of livelihood, whether or not the affected persons must move to another location; or

1. involuntary restriction of access to legally designated parks and protected areas resulting in adverse impacts on the livelihoods of the displaced persons.
2. Involuntary resettlement may cause severe long-term hardship, impoverishment, and environmental damage unless appropriate measures are carefully planned and carried out to address potential impacts. For these reasons, the overall objectives of the Bank's (OP/4.12) policy on involuntary resettlement is the following:
3. Involuntary resettlement should be avoided where feasible, or minimized, exploring all viable alternative project designs.
4. Where it is not feasible to avoid resettlement, resettlement activities should be conceived and executed as sustainable development programs, providing sufficient investment resources to enable the persons displaced by the project to share in project benefits. Displaced persons[[3]](#footnote-3) should be meaningfully consulted and should have opportunities to participate in planning and implementing resettlement programs.
5. Displaced persons should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.

This policy applies to all components of the project that result in involuntary resettlement, regardless of the source of financing. It also applies to other activities resulting in involuntary resettlement that in the judgment of the Bank are (a) directly and significantly related to the Bank-assisted project, (b) necessary to achieve its objectives as set forth in the project documents; and (c) carried out, or planned to be carried out, contemporaneously with the project.

As a part of TA activities, social due diligence requires to develop a RPF, which identifies potential social risks and adverse impacts to people, their livelihood and properties of human settlements along the proposed road corridor, and guides screening of impacts along with remedial measures to be undertaken on a case to case basis. Given that the road designs may involve both private and public land acquisition, the RPF is thus a key tool to ensure that any adverse social impact and or resettlement impacts are managed and addressed in compliance with the World Bank Environment and Social Safeguards policy and guidelines.

1. **Objective of the Assignment**

Main objective of the assignment is to prepare a Resettlement Policy Framework (RPF) that lays out the policies, institutional arrangements, schedules, indicative budgets and procedures that govern the acquisition of land, physical relocation of households and commercial enterprises, and other social impacts that may result from implementation of the proposed project including required mitigation measures for potential social impacts, instruments to be prepared, valuation and compensation procedures, grievance handling systems and how to engage project affected parties in planning and implementation of follow-up projects.

Development of RPF is to ensure that systematic processes are followed (as against any ad-hoc processes) in addressing social concerns during different stages of implementation; and a framework that assures participation of affected persons, involvement of relevant institutions and stakeholders, adherence to both World Bank and Government of Romania’s procedures and requirements, and outline appropriate compensation for affected persons

1. **Scope of the assignment**.

The scope of work of the consultant includes but not limited to the following:

1. Review safeguard documents developed and applied by International Financial Institutions (IFIs) financed projects in the Romania, including the experiences and lessons learnt while executing social safeguards activities;,
2. Study country framework assessments that may have recorded the involuntary resettlement experiences of road /transport sector projects;
3. Collect and review national laws and regulations and WB’s social safeguards policies (OP 4.12) and other provisions governing preparation and implementation of Resettlement Action Plans (RAPs) for WB financed projects, to assess their applicability to the project, and related requirements. These shall also include other social issues especially those related indigenous people and Environment-Health-and-Safety (EHS) aspects of the affected population. identify and detail the gaps and suggest measures to address them;
4. Conduct consultations with national legal experts on any recent and or proposals for legal changes under consideration by the State, identify existing gaps and develop measures to address them;
5. Review existing cadastral maps and other available data regarding the population, land ownership and usage, and socioeconomic characteristics of the population and their practices in the project impact area;
6. Identify the key institutions, departments, and stakeholders authorized to carryout land acquisition activities along with their respective mandates, roles and responsibilities. It is neccseery to outline clearly the enforcement and institutional capacity in implementing resettlement/land acquisition processes and provide an assessment of the strengths, weaknesses of each entity and opportunities for their capacity enhancement. identify scope for improvement of current processes for land acquisition and provide suggestions that could be implemented by the project within the existing legal frameworks in Romania;
7. Review existing grievance redressal mechanisms (GRM) mandated by law and application of the same in practice and suggest improvements to be implemented to comply with WB guidelines; and
8. Identify potentially disadvantaged or vulnerable individuals or groups (if any) that might be disproportionally impacted by resettlement and measures to support them or areas within the project area with land tenure conflicts or land disputes that require particular attention.
9. **Tasks of the Assignment**

In order to complete this assignment, consultant is expected to carry out following tasks;

1. **Field Investigation and social screening**
2. The consultant shall conduct a field assessments and collect baseline information (primary and secondary) relevant to social screening to determine the various social impacts that may affect the lives of the people and or habitats in the proposed project area;
3. Estimate the approximate size of land parcels that needs to be acquired, the current land usage, number of households, businesses and other roadside activities that are likely to be affected.
4. Assess the extent and or length (as applicable) of public utilities such as telecom, electricity, water and sewerage systems that may be affected.
5. Other assessments shall include but not limited to
	* identification of common/community property and or resources that may be affected (e.g. wells, hand pump, schools, community buildings, graveyards etc.);
	* land quality including areas with high agricultural yields, areas of degradation;
	* ownership, access to and use of natural resources, and local development status;
	* Study the types of land ownership (private, community owned areas), sources of livelihoods and category/type of owners in the project area;
6. Determine the approximate scale of physical relocation of residential households, public infrastructure, commercial enterprises and other persons/families/households, who may be directly and or indirectly affected on account of land acquisition and or execution of the project;
7. **Social Survey of selected households/locations**
8. Conduct a sample survey of potentially affected households in the above mentioned three settlement/cities(Bușteni, Predeal and Sinaia and several villages and communes), business entities and losses that may occur due to access restrictions etc. The survey also should assess whether there is a potential issue associated with land appreciation resulting from the project and potential impacts to those without security of tenure. The sample survey may not necessarily be a full scale census of potentially affected population, but should identify:
9. the social, economic, and demographic profile of the people and communities affected such as population, gender, ethnicity, vulnerable groups, etc.;
10. spatial distribution of population and growth rates, location and data of cities and villages in the project area;
11. administrative structure of the local administration, mandates and extent of engagement of community groups on local issues/ administration;
12. their views and perceptions on the proposed road improvement program etc.,;
13. economic activities, employment, income and poverty status of the people in the project area;
14. local economic development trends and ongoing government initiatives for development in the project area;
15. conduct a preliminary analysis of the nature, scale and magnitude of all potential direct, indirect, induced and cumulative impacts that the proposed investments are likely to cause, and classify the same using established methods
16. **Stakeholder Consultations**

Conduct stakeholder consultations with key interested parties including community Service Organizations (CSOs), non-governmental organizations through focus group decision and interviews to gather qualitative data and information on the social concerns, suggestions and recommendations to avoid, minimize social risks and adverse impacts, if any to implement the project. Further the consultant shall:

1. conduct consultations with each stakeholder category and present a Stakeholder Analysis of local stakeholders such as local government, associations, resident communities, road users, and or others who could play a role in the project implementation process with positive/negative influence on the outcomes;
2. record and analyze people’s perception of the project, its adverse impacts, and minimum acceptable mitigation measures (relocation options, if any are required assistance offered) that will enable them to cope with displacement or loss of livelihoods – temporary or permanent in nature, if any;
3. consultations should also focus on coping mechanisms currently being used by communities;
4. hold separate focused group discussions (FGDs) with women and other vulnerable groups (as identified from the survey).
5. draw up impact categories critical to determine potential adverse impacts and analysis of the relative vulnerability and risks to the affected communities.
6. analyze key impacts on different groups of people (such as land owners, small farmers; small businesses, shop keepers, commercial establishments, women), and communities (common properties, lands), etc. ensure that physical disclosure of safeguards instruments and project-related information, including making them accessible in a place, time and format that is easily accessible to PAPs, as well as minimum timeframes to share information prior to consultations.
7. Summarize the concerns, suggestions by stakeholder for consideration by project authorities and technical consultants, during development of designs. Segregate the impacts on the various stakeholders by pre-construction and construction stage (such as disruption, loss of access, loss of livelihood, impact on host community due to labor influx, health, etc.). Outline a draft stakeholder engagement plan/framework for the implementation of project and how these were incorporated into the preparation of the RPF.
8. **Prepare a document tilted Resettlement Policy Framework (RPF).**

The RPF will govern and guide development of a site-specific Resettlement Action Plan and Livelihood Restoration Plan and or any other social impact management plans once the exact alignment of the motorway is determined. The RPF should include, but not limited to :

1. Description of types and scale of impact on the livelihood on local communities for each alternative alignment. The type of impact will comply with the guidelines laid out in the OP 4.12, the acquisition of private land, physical relocation of residential households and commercial enterprises, and permanent and temporary loss of access and income.
2. Description of current national laws and regulations regarding land acquisition and physical resettlement, gaps between Romanian regulations and World Bank policies and guidelines;
3. Description of the institutional arrangements (including implementation and monitoring mechanisms that ensures inclusiveness and participation of all affected people/groups and or communities)and the organizational structure within the Ministry of Transport (and or other relevant government agency) mandated for land acquisition and physical resettlement of project affected people;
4. Estimated population likely to be affected by the project activities, The different categories of the affected persons which should include those who may lose legal title to land parcels, those without legal titles/relevant documentation of ownership, those who do not have titles or have lease agreements to and are using the land for economic activities or for residential purposes, those who may be have temporary loses or access to property or businesses during project implementation and or others who could be affected in any manner due to the project during preparation, construction and operation of the motorway;
5. Outcome of public consultation held and feedback obtained. The feedback may be grouped following the categorization of the groups referred above;
6. Eligibility Criteria for various categories of affected people. This section should also identify and document the unit of compensation i.e. whether individuals, families or groups and indicate the scenarios or cases for the application of each unit of analysis or a combination of units where appropriate
* Develop a matrix that detail ( permanent and temporary impacts). the type of compensation that each identified project affected person (PAP) will be entitled to and a rationale as part of the matrix explaining the reasoning behind the entitlement will be provided in the Matrix with due preference for land-to-land compensation for land-based livelihoods.
1. Methods to be followed for valuing affected assets. This section should detail the methodology for taking of inventory of assets, values assigned and agreements to be reached with each identified PAP and provisions/formula for consideration of inflationary realities in the final determination of values. Provisions should also be made with clarity alluding to the possibility of revised values should there be major discrepancies between dates for value determination and actual date for payment;
2. Organizational arrangements and procedures for delivery of entitlements along with roles and responsibilities, approval processes and process for delivery of entitlements. The relevant templates/formats should be provided as annexes.
3. Methods for Consultation with and participation of Affected people – describe clearly processes and methodology to be followed for public consultation and participation of PAPs, different levels of consultations, expected outcomes from different stages of the consultation and participation approaches that needs to be adopted, along with reporting and disclosure procedures/processes;
4. Describe the Grievance Redressal Mechanisms (GRM) options available to PAPs for grievance redress and monitoring mechanisms to check responsiveness to complaints or grievances submitted. It should also include alternatives and annexes on template/formats for submitting grievances and the methods of submissions.
5. A rough estimate of the budget necessary for land acquisition and physical relocation under the proposed road corridor including ex-post evaluation to ensure that PAPs were able to improve or at least restore living standards. The estimates should also include costs for monitoring resettlement activities ( A Third -Party Monitoring Consultant, if neccseery), financial responsibility of each stakeholders, reporting and monitoring formats, and provisions for any inflations during implementation;
6. **Tentative Outline/content of the Resettlement Policy Framework.**

The RPF should contain the following sections:

***Executive Summary***

*An executive summary will be prepared to be used as a stand-alone document in a manner that can be accessible to non-technical readers both in English and Romanian languages*.

***The main sections of the RPF should cover following:***

 ***1: Project Description***

This section should provide a brief of the TA, the background leading to a proposed project, the objectives of the RPF, anticipated project phases, project location, assessment of associated facilities and RPF implementing arrangements.

***2: RPF Purpose and Objectives***

*This section should present the main objectives of the framework, direct and indirect social impacts and the Consultant methodology that has been used in the preparation of the RPF.*

 ***3: Legislative Framework for the Land Acquisition and Involuntary Resettlement in Romania***

*This section shall contain a summary about the key relevant laws in relation to the land ownership, expropriation, transfer of ownership and compensation issues. It should also present the main administrative and institutional framework for issues related to land management and resettlement in Romania.*

***4: The World Bank Social Safeguard Policies***

*Detail the key safeguard policies for the World Bank - OP 4.12 on involuntary resettlement. It should also include details of good international practices and .the various principles related to this safeguard policy including, but not limited to, the resettlement instruments, scope and coverage of the RPF, RAP preparation and approval, Project affected persons and the vulnerable groups, the eligibility procedures and criteria, valuation of assets, implementation procedures, grievance and redress mechanism, budget and funding, disclosure requirements and WB resettlement documents, consultation, implementation processes and monitoring, evaluation and reporting requirements[[4]](#footnote-4).*

 ***5: Gaps Between the Romanian Regulation and the World Bank Policies***.

*This chapter shall present the gaps between the WB’s social safeguard policies and the Romanian Legislations. It should contain measures and recommendations to bridge the gaps (if any) between the two sources of legislations.*

 ***6: Social Assessment and socio-economic survey Findings***

 *This section should include methodology for survey, , the baseline, socio-economic data, , and the steps for the preparation of identification of PAPs and other social impacts and estimated population likely to be displaced*.

 ***7: Eligibility categories and Methods of Valuing Affected Assets***.

*This section should detail the estimated land acquisition and likely categories of impact, eligibility criteria for various categories of PAPs, quantification of impacts of the PAPs category wise, the valuation of land used by the public and calculation methods for compensation, payments and related considerations*.

 ***8: Organizational Elements, Entitlement Matrix and Procedures for Delivery of Entitlements***

*This section shall detail the process of preparation of RAPs, submission and approval processes. It also should explain linkages between the RAP and the actual project execution including how resettlement is linked to the implementation of civil works. Further, it shall contain a detailed entitlement matrix prepared in consultation with stakeholders, Govt of Romania and PAPs including the criteria for eligibility of compensation and other resettlement assistance and, present entitlements by type of impacted assets and category of impacted persons*.

 ***9: Measures to address Gender and other social Vulnerabilities***

*Identify gender and vulnerable people issues and concerns (if any) at planning stage and construction stages as they are more vulnerable during the project implementation and post resettlement/implementation periods, due to household management roles for women. The consultant should identify Project-relevant gaps between males and females, propose specific actions to address these gaps, and finally present indicators to monitor outcomes from actions identified to address these gaps*.

***10: Methods for Consultation with and participation of PAPs***

*This section should describe the terms and methodologies to be adopted for consultation and participation of PAPs in the process of development of RAPs and until they have received their entitlements. This process should be elaborated to avoid and minimize confusion and suspicions for PAPs and relevant authorities engaged in land acquisition and or other compensation determination and disbursement processes. This should be detailed for different levels of consultations, the expected outcomes at different stages of the consultation and participation approaches which should be adopted*.

***11: Resettlement Action Plans (RAPs) and Income generation/Restoration plans***

*This section should detail the various steps for preparation of RAPs and the key elements that should be covered including the timeframe, resettlement, project schedule, grievance redress mechanism, method for consultation and participation, monitoring and evaluation arrangements. It should also include details on selection of relocation sites (temporary or permanent) and plans for housing, infrastructure and services, in case shifting of affected residential, commercial, residential-cum-commercial structure and community properties are required. In addition to the above, wherever applicable/required, feasible income generation/ restoration plans, if required be developed to rehabilitate those whose income or livelihoods are affected on account of the motorway. Provide necessary template and formats for RAP preparation*.

 ***12: Grievance Redress Mechanisms***

*In this section, provide the basic objective of GRM, detailed description of existing grievance redressal mechanisms/ systems/practices under the Romanian laws including customer complaint mechanisms with different agencies and propose suitable redressal mechanisms/measures in discussion with of Transport and other official legal agencies, along with options and processes available to PAPs for grievance redress. It should also include levels of GRM and their composition for type of grievances. The identification of eligible people for compensation, the valuing and compensation and any other complaints they may have with the entire process should be mentioned. Provide necessary formats, address and modes of communication of grievances in the Annex.*

 ***13: Implementation Arrangements***

*In this section, key institutions, departments, and stakeholders involved/authorised to execute the project will be detailed with their roles, responsibilities and relationship with the project activities. Present an assessment of the implementing agency, specific to implementation of RAPs. Provide an assessment of the strengths, weaknesses and opportunities for capacity enhancement to address social safeguards, gender issues and citizens engagement. Prepare an indicative action plan by type of training, audience and frequency.*

***14 Monitoring and Evaluation Procedures***

*The section should include institutional monitoring and evaluation (M&E) arrangements for the project (external/internal), parameters/indicators for M&E, periodic evaluation, reporting and dissemination of these reports.*

 ***15: Budget and Funding Arrangements and time***

*This section should provide an overall cost estimates for land acquisition, resettlement including for monitoring of the resettlement activities. If there are multiple sites, the RPF should give an indicative budget for resettlement for each of the sites or communities. The financial responsibility of the relevant stakeholders, where applicable, should be categorically stated to avoid ambiguity of source of funds for resettlement activities.*

**Annexes**

*The RPF annexes should minimum include:*

1. *Entitlement matrix & Method of valuation and compensation of land/properties*
2. *Stakeholder Engagement Plan/Framework*
3. *Templates/formats for RAPs and GRMs*
4. **Reporting Requirements**
* **Inception Report-**No later than two weeks from contract award, an Inception Report shall be submitted that presents the Consultant’s Work Plan, defines the Implementation Schedule by task, and methodology should be submitted.
* **Draft and final RPF** shall be submitted within three months period in Romanian and English, with two (2) hard copies and two (2) electronic copies at the times as agreed in the Work Plan.
* **Final RPF** shall be submitted within four months period in Romanian and English, with two (2) hard copies and two (2) electronic copies at the times as agreed in the Work Plan
1. **Team Composition and qualifications of Consultants**

This assignment is expected to require high level qualification of a Team leader and minimum

of two social scientists. Team leader should have at least ten ( 10) years of experience in field of social assessments/resettlement planning. Pervious experience working with the IFIs/World Bank’s social safeguards requirements and prior experience in developing a RAP is necessary. The team is expected to provide pragmatic and insightful planning to complete the above scope of The Team leader should posses Masters or upper level academic credentials in the field of social science. Additional staff may have experience/qualifications in gender and social survey fields with minimum experience of five years. The team is expected to provide pragmatic and insightful planning to complete the above scope of work.

| **.** | **Key Expert** | **Minimum Qualification& Experience and Experience** |
| --- | --- | --- |
|  | Team Leader- Senior Social Development specialist  | The candidate should have Master’s degree or upper level degree in Social/ science with minimum 10 years on social impact assessment of infrastructure development projects and experience of preparing RPFs/RAPs .The candidate must have full knowledge of the World Bank’s guidelines, procedures and operational policies/directives. Experience of working as social expert in at least two World Bank or multilateral funded projects is required |
|  | Social Survey /Assessment Specialist | Masters in Social Sciences with 6 years of experience in preparation of Social Surveys/ Assessments , RAPs and at least five (5) large infrastructure projects of which two should have been funded by multilateral agencies  |
|  | Community Consultation/Gender Specialist  | Masters in Social Sciences with at least 6 years of experience of stakeholder consultation, and gender i in large infrastructure projects of which two should have been funded by multilateral agencies  |

All information, data and reports obtained from the Client in the execution of the services of the Consultant shall be properly reviewed and analyzed by the Consultant. The responsibility for the correctness of using such data shall rest with the Consultant. All such information, data and reports shall be treated as confidential. The consultant must take into account that the reports should be simultaneously submitted in English, as well as necessarily in Romanian language.

1. Involuntary means “actions that may be taken without the displaced person's informed consent or power of choice” [↑](#footnote-ref-1)
2. This policy (OP 4.12) has been revised and expanded as ESS 5 under the new Environmental and Social Framework. The new ESF will become effective from mid-2018 and there might be some changes that may require to carried out in the RPF, should a follow-up project be developed based on the TA. [↑](#footnote-ref-2)
3. The term "displaced persons" refers to persons who are affected in any of the ways for meaning of “social impacts”, “investment projects”, “taking of land”, “involuntary restriction of access” among other key terms, concepts and statements. [↑](#footnote-ref-3)
4. It must be noted that the RPF will be subject to revisions should the IPF be processed once the ESF has entered in to force [↑](#footnote-ref-4)