

TERMS OF REFERENCE (TOR)

CONSULTANCY SERVICES FOR THE ENGAGEMENT OF TECHNICAL ASSISTANT ON ENVIRONMENTAL SAFEGUARD AT THE OGUN STATE PROJECT IMPLEMENTATION UNIT (SPIU) OF THE RURAL ACCESS AND AGRICULTURAL MARKETING PROJECT (RAAMP)

Background:

The Federal Government of Nigeria has initiated the preparation of the Rural Access and Agricultural Marketing Project (RAAMP) the successor of the Second Rural Access and Mobility Project (RAMP-2). The project will be supported with financing from the World Bank and French Development Agency (AFD) and will be guided by the Government's Rural Travel and Transport Policy (RTTP). The lead agency for the Federal Government is the Federal Department of Rural Development (FDRD) of the Federal Ministry of Agriculture and Rural Development (FMARD). The Federal Project Management Unit (FPMU) is overseeing the project on behalf of FDRD, while the respective State Government of eighteen (18) participating states will implement it. The overall objective of RAAMP is to improve rural access and agricultural marketing in selected participating States whilst enhancing sustainability of the rural and State road network. The participating states are: Abia, Akwa-Ibom, Anambra, Bauchi, Benue, Borno, Cross River, Kano, Katsina, Kebbi, Kogi, Kwara, Ogun, Ondo, Oyo, Plateau, Sokoto and Taraba States.

The Nigeria road network is relatively dense consisting of about 194,000 km of roads. This includes 34,000 km of federal roads, 30,000 km of state roads and 130,000 km of registered rural roads. The road density is about 0.21 km of roads per square kilometer. In spite of the relatively high road density, the rural accessibility index for Nigeria which is defined as the proportion of the rural population living within 2 kilometers away from an all-weather road is low, at only 47 percent. This is due to deteriorated road infrastructure. These considerations stress the need to improve the condition of the existing road network and where necessary build new roads. Priority should be granted to road maintenance and the adoption of sound asset management practices.

An improved rural access will no doubt enhance the agricultural potentials and marketing opportunities for the agrarian rural communities in Nigeria and by extension grow the Gross Domestic Product (GDP) and help to improve the standard of living of the country's rural populace.

1. Project Development Objectives.

The proposed Nigeria Rural Access and Agricultural Marketing (RAAMP) aims to improve rural access and agricultural marketing in selected participating states while strengthening the financing and institutional base for sustainable management of the rural and state roads network.

2. PROJECT COMPONENTS

Component 1: Rehabilitation and maintenance of rural access and state roads. This intervention is part of the rural connectivity program that will improve farm to agro-logistics centers linkages. This component is delivered as DLI 1 and DLI 2.

Sub-component 1 (DLI 1): Rehabilitation of rural access and state roads (US\$221 million of which US\$70.096 million is from the World Bank, equivalent of US\$131.404 million is from AFD and equivalent of US\$19.5 million is contribution of the participating states): Rehabilitation and upgrading of a package of about 1,550 kilometers (km) of rural and state roads in all the 13 states (about 130km and 110km of roads each in the northern and southern states, respectively). The first

project interventions will improve access to about 500 rural communities/villages and about 300 markets. The allocation includes provision for supervision services for the civil works. Sexual exploitation and abuse mitigation and monitoring costs are provided under component 4. *State level allocation for all sub-components is presented in Annex 1.*

Sub-component 2 (DLI2): Maintenance of the rehabilitated roads (US\$44.005 million of which US\$ 15.301 million is from the World Bank and equivalent of US\$28.704 million is from AFD): Maintenance of a package of about 1,550km of rural and state roads in all the 13 states (about 130km and 110km of roads each in the northern and southern states, respectively) rehabilitated under the first project. This is a provision to ensure the sustainability of the rehabilitated roads throughout the project life time that will be applied if the State Road Funds (SRF) will not be established in as planned. In cases, where the SRFs are legislated and operational the states could use this provision as an incentive to boost the capital base of the Road Funds or rehabilitate additional roads. The contractors will have a Design, Build and Maintain (DBM) contract. Where, phase one of the contract will be for the Design and Build part (outputs of the rehabilitated roads – DLI 1) and phase 2 will be for the maintenance of the rehabilitated roads (DLI2) under performance-based maintenance arrangement. The payment for phase 2 works (maintenance part) will be financed from the provision allocated for this DLI. However, if the states put in place operational Road Fund the maintenance expenditures will be paid from the State Road Fund. Subsequently, the project will be restructured to adjust the scope (drop this sub-component (DLI) and do reallocation of funds.

Component 2: Connecting farms to rural agro-logistics centers - US\$155.5 million), including:

Sub-component 2.1 (DLI 3): Establishing agro-logistics centers (US\$103.48 million of which US\$31.486 million is from the World Bank, equivalent of US\$58.994 million is from AFD and equivalent of US\$13 million is contribution of the participating states): This sub-component will support the establishment of 39 agro-logistics centers at strategic locations by upgrading the existing traditional markets. This includes the establishment of primary agro-logistics centers (upgrading existing primary markets) and secondary agro-logistics centers (upgrading existing secondary markets). Depending on the design of the centers and availability of funds, each state could establish three to four agro-logistics centers under the first project.

Sub-component 2.2 (DLI 4): Support to farm level post-harvest agro-logistics activities (US\$26 million of which US\$4.551 million is from the World Bank, equivalent of US\$8.449 million is from AFD and equivalent of US\$13 million is contribution of the participating states): This will support the provision of technical advice (TA) to improve the efficiency of post-harvest agro-logistics tasks at farm/cooperatives level and acquisition of post-harvest implements. This includes acquisition of tarpaulin, packaging material, tricycle pickups (using solar energy), and so on, and creating off-season (agricultural) income and employment generating activities for households and cooperatives within the influence areas of the agro-logistics centers and the access roads to be rehabilitated under the project. The funds for the acquisition of the implements will be delivered through Financial Intermediaries (FI) – local commercial banks, development banks, micro-finance institutions, etc. The State Project Implementation Units (SPIUs) and FIs will sign an agreement that will provide details of the responsibilities, compliance to World Bank fiduciary and safeguards requirements, eligible items, on-lending terms and conditions, and so on. It is anticipated that about 91,000 women and unemployed youth will benefit from this intervention.

Sub-component 2.3 (DLI 5): Support to Small and Micro Enterprises (SMEs) operating model facilities at the agro-logistics centers (US\$26 million of which US\$4.551 million is from the World Bank, equivalent of US\$8.449 million is from AFD and equivalent of US\$13 million is contribution of the participating states): This will support the provision of technical advice (TA) to improve the efficiency of agro-logistics activities and operational capabilities of the SMEs at the centers, TA on off agricultural

season income and employment generating activities, as well as provision of credits (seed capital) to the SMEs in a form of line of credit for working capital, guarantees, etc. The funds for the financial services (credit, guarantee, etc.) will be delivered through Financial Intermediaries (FI), based on agreements to be signed between the SPIUs and FIs. It is anticipated that this intervention, enhancing the performance of the SMEs operating the model facilities will generate employment for about 3,900 women and unemployed youth.

Sub-component 2.4 (DLI 6): Technical assistance to enhance the performance of farm level post-harvest agro-logistics activities and SMEs operating the agro-logistics centers (US\$1.833 million from the World Bank). This will support the development of an efficient agro-logistics system for farm/cooperative level post-harvest activities and operation of the model facilities and services at the agro-logistics centers to be established under the project. The system includes the governance framework for the agro-logistics centers; operations procedures and manuals; marketing strategy; packages for off-season income and employment generation activities; creating digital commodity exchange platforms; TA packages and training modules for the farm/cooperative level post-harvest agro-logistics activities and operation of the model facilities and services at the agro-logistics centers. The TA will support the SPIUs in drafting the agreement with the FIs for the acquisition of the post-harvest agro-logistics implements to be provided at the farm level and financing services for the SMEs operating the model facilities and services at the agro-logistics centers. The TA will be supporting the SPIUs with the provision of the technical advice and training, including the operationalization of the digital platform at the farm/cooperative level and SMEs at the agro-logistics centers, as well as monitoring the efficiency and profitability of the SMEs.

Component 3: Establishing the State Road Fund (SRF); designating a State and Rural Access Roads Administration entity (SRRA); establishing the Road Asset Management System (RAMS) — (US\$1.833 million from the World Bank). This will finance the studies and drafting of the legislation for the establishment of the SRF and SRRA, as well as the development the RAMS. The TA will continue in supporting the SPIUs in organizing workshops for the policy dialogue on the SRF and SSRA. The support also extends to the GIS based rural access and state roads inventory and generating prioritized investment and maintenance plan. The incentive provided for the establishment of the SRF will be applied for the purposes of financing sub-component 1.2 (DLI 2).

Component 4: Institutional development, road safety, and project management support - (US\$49.582 million). This includes:

Sub-component 4.1. Institutional development and project management. This includes support to the provision of TA for institutional development, designed to strengthen implementing entities and enhance organizational effectiveness and individual skills to support the achievement of the DLIs and the project outputs defined above. This includes (a) operating costs, (b) TA consultants, (c) training for the SPIUs staff and the Federal Project Management Unit (FPMU), (d) engaging an independent technical audit firm; (e) studies and TA to prepare follow-up RAAMP operations, including in Ebony, Ekiti, and Nasarawa states; (f) TA to undertake rural infrastructure and agro-logistics improvement studies; (g) technical and financial audit; (h) gender analysis; and (i) monitoring and evaluation, including conducting development impact evaluation.

Sub-component 4.2. Support to sexual exploitation and abuse mitigation and monitoring (US\$6.5 million). Each state will apply the funds to sexual exploitation and abuse mitigation and monitoring actions indicated in the gender and sexual exploitation and abuse sections. The participating states will contribute to actions to be conducted at national level through the FPMU. The provision for this sub-component for each state, of US\$0.5 million, is about three percent of the allocations for component 1. This amount was envisaged as an incremental cost to the supervision of the civil works.

Sub-component 4.3. Pilot road safety initiatives to establish crash database and data management system and road safety audit, as well as sensitization. In four pilot states (Kano, Plateau, Oyo, and Abia) the project will support the establishment of crash database and data management system to better understand the nature, causes and locations of road accidents along the rural and state roads network and prepare an action plan that will be implemented under the leadership of the state police. Road Safety assessment/audit applying iRAP will be conducted on the about 1,200 kilometers of rural roads and about 400 kilometers of state roads in the four pilot states.

Sub-component 4.4. Preparatory tasks. These will utilize the block preparation fund (US\$20 million) to pre-finance output-associated studies, planning (prioritization, design, and procurement), systems development, and safeguards instruments development required for the entire project (for the first and second projects). This includes (a) prioritization, concept design, and preparation of bidding documents for the access roads; (b) preparation of safeguard instruments and independent safeguards review; (c) developing Electronic Project Management System (ePMS); (d) establishing a global information system (GIS) based roads database. It also includes (e) validating the state agro-logistics studies at national level; (f) designing the agro-logistics interventions at farm/cooperative level and at the primary and secondary agro-logistics centers; (g) developing a governance framework of the centers; preparing operation and maintenance procedures and manual; developing a commodity marketing and facilities management strategy; developing strategies and procedures for enabling the engagement of women and unemployed youth; (h) developing a digital trade platform, and (i) studies and drafting of legislation for establishing the State Road Fund, the State and Rural Access Roads Administration, and Road Asset Management System.

Sub-component 4.5. Climate resilience: This component will also build on capacity and training provided under the previous World Bank and AFD-financed RAMP 2, including (a) strengthening climate change responsiveness institutional capacity of road sector agencies; (b) increasing awareness activities on climate change and adaptation among staff of road sector agencies and SPIU and contractors; and (c) providing on-the-job training in preventive measures for climate change.

Rationale:

The Second phase of the Rural Access and Mobility Project (RAMP 2) is currently being implemented in Adamawa, Enugu, Niger, Osun and Imo States and all the five states are at different level of project implementation.

The Component one (1) of the project that is likely to trigger some Environmental and Social Safeguards Policies therefore, prior to the approval of the RAMP 2 project some Environmental and Social Safeguards studies were carried out which include Environmental and Social Management Framework (ESMF) and Resettlement Policy Framework (RPF). Also, in the course of the implementation of the project specific studies like ESIA, ESMPs and ARAPs were also carried out and implemented in the first phase of civil works in Adamawa, Niger and Osun states while Enugu and Imo states are about to implement under RAMP 2.

As part of the preparations for the implementation of the second phase, specific safeguards instruments like ESIA, ESMPs and RAP/ARAP are to be prepared in line with the World Bank and AFDs Safeguards Policies. These documents are part of the detailed engineering design contract and will be cleared by World Bank and disclose in national dailies and info shop. The Osun and Niger states have prepared their draft ESIA, ESMPs and ARAPs for the second phase while Adamawa, Enugu and Imo are at different level of engaging consultants

for the preparation of these instruments. The up scaling of the project under Rural Access and Agricultural Marketing Project (RAAMP) to admit additional 13 states will also necessitate the preparation of these instruments in line with the relevant safeguards regulations and guideline.

Consequent upon this development, the Ogun State Project Implementation Unit (SPIU) requires the services of an Environmental Safeguard's Specialist to provide Technical support to the Ogun SPIU safeguards unit in ensuring compliance to all relevant Environmental Safeguards policies of the World Bank, French Development Agency and Federal Government of Nigeria (FGN)

Description of the TA on Environmental Safeguards (TA) Duties and Responsibilities:

The Environmental and Social Safeguards Unit of the SPIU shall be the anchor of all safeguards activities and repository of all safeguards documents of the project. TA on Environmental Safeguards will work closely with the SPIU Environmental Safeguards Officer (ESO) and FPMU Environmental Safeguards Officers as well as World Bank Safeguards Unit in discharging his/her responsibilities.

The TA shall prepare and or supervise the preparation of site specific safeguards instruments prior to the commencement of civil works. (S)he shall ensure adequate reporting on safeguards issues in the quarterly and or statutory reports of the SPIU on the project and also be responsible for the implementation of the ESMP of the project. The TA will be required to undertake field visits to the various project sites and support the implementation and management of all safeguards instruments developed for the SPIU.

Tasks and Responsibilities

The TA in collaboration with the SPIU Environmental Safeguards Officer will lead the implementation and reporting of Environmental safeguards activities and ensure project is in compliance with World Bank Environmental Safeguards policies and relevant national laws. Specifically, the TA's responsibilities shall include but not limited to the following:

- Prepare internal Environmental guidelines for the preparation, implementation, monitoring and reporting of various safeguards instruments;
- Review-from an Environmental safeguards point of view- ESMF/ESMP/ESIAs/RAPs and other Environmental safeguards documents prepared by consultants to ensure compliance with relevant safeguards policies of the Government of Nigeria and the World Bank;
- Support ESSU of the SPIU in the review of documentation pertaining to environmental compliance (including bidding documents, reviews on-site, reports from contractors etc.) during project implementation;
- Contribute to project progress reports pertaining to overall implementation of environmental requirements of the project;

- Coordinate and facilitate the work of consultants engaged to carry out environmental assessments and monitoring of safeguards instruments implementation;
- Prepare training materials, and conduct technical training workshops to SPIUs staff and project implementation agencies on environmental safeguards requirements;
- Undertaking field visits to ascertain if the environmental management plan established for the project are functioning appropriately and the individual projects are implemented in an environmentally sustainable manner;
- Make arrangements for the execution agency endorsement of ESIA/ESMP and submit these to the relevant government agencies and WB for clearance. Disclose them locally and post on the website.
- Develop and maintain the projects information management system/database on environmental safeguard aspects, including a system to track the project's relevant documents and records.
- Maintain an updated library of relevant environmental safeguards documents.
- Coordinate with FPMU and WB safeguard specialists to review, clear and disclose the site specific safeguards instruments, and assist in conducting any field reviews by FPMU and WB on safeguards compliance;
- Monitor the ESMP implementation and supervise the relevant activities on environmental safeguards.
- Monitor the environmental impact mitigation by conducting field visits and consultations with the Affected Persons (APs) and stakeholders.
- In coordination with the Social Specialist and other specialist's in the SPIU, monitor compliance with safeguards requirements and provisions for the civil works contracts and devise a corrective action plan to address significant non-compliances or issues that may be identified;
- In coordination with ESSU, arrange with Procurement Officer, the recruitment and mobilization process of a third-party monitoring agency, if needed, and assist their monitoring by providing relevant information;
- Ensure consultation is carried out for each sub project with key stakeholders before the appraisal of each sub project and arrange for disclosure activities;
- Conduct necessary capacity building for project staff, government agencies, contractors and other stakeholders on project-related WB requirements for safeguards

- Coordinate with government counterparts, and other relevant stakeholders for the implementation and monitoring on safeguards;
- Prepare regular environmental safeguards monitoring reports and submission of comprehensive quarterly reports.

Client Responsibilities

To this end, the SPIU shall provide the TA with an office within its premises that is equipped with a computer, telephone and basic facilities as for other employees. The client may also provide the TA with a portable computer/Laptop where possible.

Reporting Requirements

The TA will operate within the State Project Implementation Unit (SPIU) in the State. The S/he will report to the State Project Coordinator RAMP (SPC) and will work closely with other staff at the SPIU to ensure smooth and effective implementation of the project.

Qualification

A Master's Degree in Environmental Resource Management/Environmental Sciences with at least 8 years' experience in social safeguard's assessment and management, project implementation and capacity building out of which 5 years should be in a similar position.

Skills, Knowledge and Competencies:

- Experience in Environmental safeguards assessment, planning and implementation in Nigeria.
- Experience in Environmental safeguards assessment, planning and implementation and safeguards capacity development in WB-funded or other MDB-funded projects.
- Ability to understand the changing environment, and to anticipate developments and opportunities, threats, and weaknesses in order to project a clear pathway forward for the project
- Ability to dissect a situation/issue and be able to identify treatment options founded on a logical argument.
- An understanding of the functions of the organization as well as of the specific policy and operating environment.
- Completes assignments and work activities with a concern of accuracy, demonstrating attention to detail and thoroughness of performance.
- Correctly perceives the solution to a work situation and applies knowledge and experience in deciding the course of action.
- Being proactive and taking action before it is required in order to create opportunities or avoid problems.

- The ability to plan and set individual goals and targets to achieve an objective.
- The ability to work together in a team with the comfortable sharing of ideas to reach a decision.
- The ability to regularly review or check work to reduce errors and to improve organizational systems/performance.
- The ability to write accurate reports
- Excellent written and oral communication skills.
- Familiar with World Bank Safeguard policies.
- Conversant with Environmental laws and covenants in Nigeria.
- Computer literacy and competence in the use of standard software applications for statistical analysis and spread sheets will necessary.
- Experience in the use and application of Microsoft Office (Word, Excel and PowerPoint) as a minimum.
- Excellent command of written and spoken English.

Duration of the assignment

The position of the TA should be for a period of one-year renewable each year based on performance.

Terms of Payments

The payment of the TA will be an equal end-of-month payment of agreed amount subject to completion of core responsibilities as laid out in this Terms of Reference.

Ogun State Project Implementation Unit (SPIU)