

Terms of Reference for Mid-Term Evaluation

Project Title	Blue Speeds for Shipping
Project Duration	January 1 st , 2022 – December 31 st , 2026
Project Budget in Euro	600 000 euros
Funders	Prince Albert II of Monaco Foundation and Nationale Postcode Loterij
Type of Evaluation	Independent
Timing of Evaluation	Midterm
Deadline	June 28 th , 2024

Project Description

Ship speed reduction ('Blue Speeds') is a viable and easily achievable operational practice that can be undertaken by the commercial shipping industry to mitigate three key environmental pressures: underwater noise, ship strikes and greenhouse gas (GHG) emissions. Limiting the speed of commercial ships to 75% of maximum design speed, which equates to an approximate 10% speed reduction, would reduce underwater noise by 40%, ship strike risk to whales by 50% and GHG emissions by 13%.

With an initial focus on European waters, the Blue Speeds campaign brings together years of effort by IFAW - encouraging governments, the commercial shipping sector and ports to work together to achieve effective and sustainable changes to significantly reduce anthropogenic ocean noise and ship strike risk to whales. The political and public reaction to the climate emergency also provides a timely opportunity to highlight the gains of blue speeds in helping the shipping industry to achieve GHG reduction targets.

European waters provide the initial focus for this campaign as they host some of the busiest shipping routes globally and a significant number of major, international ports are located here. Furthermore, European waters are home to whale populations at high risk of ship strike and ocean noise impacts. Focusing the campaign on this key region provides the opportunity to achieve ship speed reductions here first, which can then be used to drive global change.

Project Background

IFAW's marine conservation work in Europe primarily focuses on the reduction of global underwater noise pollution and ship strikes. As shipping is the major global contributor to underwater noise, we engage directly with shipping companies and industry to encourage the adoption of the best short-term and long-term practices to help address these urgent threats. To maximise our impact and address a lack of action on these issues, we also work with governments and within the International Maritime Organization (IMO) to create a regulatory and policy

environment that incentivises the reduction of ocean noise pollution , taking advantage of IFAW’s accreditation by the IMO as the “go to” organisation on marine mammal and shipping interactions.

In the case of ship strikes, IFAW’s strategy focuses on both reducing risk globally and on specific, endangered populations in critical habitat areas. In the case of known vessel-whale hotspots, IFAW aims to reduce the risk of ship strikes to whales through dedicated scientific research, risk analyses and targeted advocacy work with governments and industry to make changes on the water for these populations, while continuing to identify other high-risk areas for ship strikes.

To raise visibility of these issues and our mission, and to mobilise the power of public opinion, IFAW utilises its global network of supporters and a wide range of communication resources to increase public awareness of the impacts of underwater noise pollution on marine life, as this insidious threat takes place in a world not inhabited by humans and invisible to the human eye. Likewise, with ship strikes, we work to spread awareness of this largely unseen threat, informing and educating both our network of global supporters and the general public, with the aim of motivating them to take action for a world where animals and people thrive together.

As research widely acknowledges that reducing commercial ship speeds is the only straightforward and readily actionable solution to reduce underwater noise, GHG emissions and ship strike risk in the immediate term and recognising the need to bring these multi-environmental benefits together in one, focused campaign, IFAW’s “Blue Speeds for shipping” project was launched to make this solution a reality.

To achieve our goal, the Blue Speeds campaign employs three simultaneous strategies:

- Public support through education/awareness raising activities.
- Industry and port outreach and events to drive collaboration, enabling the adoption of blue speed practices.
- Policy changes e.g., through IMO, EU institutions, Member State governments and industry standards.

Our Blue Speeds campaign has been successful in attracting restricted funding to support campaign activities and staff time and has now been ‘live’ for approximately 18 months. The campaign follows a specific strategy consolidated into a logical framework which will be made available to the evaluator once identified. To date, most anticipated results have been achieved and several milestones have already been met.

Purpose of the Evaluation

The main purpose of the mid-term evaluation is to assess the project’s progress towards the outcomes and overall goal and ensure that challenges and results are monitored, communicated and acted upon in a timely and efficient and result based manner. The Evaluation is also intended to identify challenges, opportunities and lessons learned and make recommendations that the project team will use to improve implementation for the remaining time of the project.

Scope of the Evaluation

The evaluation is expected to cover the project period from the start until now, and all project components implemented in all project areas.

Evaluation criteria and questions

The evaluation will cover the following evaluation criteria:

- i) relevance and strategic fit
- ii) validity of design
- iii) project progress and effectiveness
- iv) efficiency.

The evaluation will focus on identifying and analysing results through addressing key questions related to the evaluation criteria and the achievement of the outcomes/ objectives of the project using the indicators in the logical framework of the project.

Key Evaluation Questions

The evaluator shall examine the following key issues and make suggestions on which aspects they would highlight:

1. Relevance and strategic fit of the project
2. Validity of design
3. Project progress and effectiveness
4. Efficiency of resource use
5. Effectiveness of management arrangements
6. Lessons learned/Recommendations for adaptations.

Key questions we are interested in:

- Do our chosen strategies and methods align with the agreements made with the beneficiaries and do they seem target-oriented?
- Is the project set-up effective and making the best use of available resources? Which resources are missing for achieving the project goals?

Methodology

The evaluation will be carried out through a desk review and consultations with funders, project team members and other key stakeholders.

The draft evaluation report will be shared with the project manager and a request for comments will be made within a specified time (not more than 8 working days).

Desk review

A desk review will analyse the project and other documentation including the approved logframe, implementation plan, funders' interim reports and other relevant documents. The desk review will suggest a number of initial findings that in turn may point to additional or fine-tuned evaluation questions.

Deliverables

1. Inception report (with detailed work plan and data collection instruments)
2. A concise Evaluation Report (maximum 20 pages) as per the following proposed structure:
 - Cover page with key project and evaluation data
 - Executive Summary
 - Evaluation background
 - Methodology
 - Main findings
 - Conclusions
 - Lessons learned and good practices
 - Recommendations
 - Annexes:
 - TOR
 - Project PMP and Data Table on Project Progress in achieving its targets
 - Project Work plan: Level of completion of key activities
 - List of Meetings and Interviews
 - Any other relevant documents
3. A PowerPoint presentation with the preliminary findings and recommendations to be presented to the project team.

All draft and final outputs, including supporting documents, analytical reports and raw data should be provided to the evaluation manager in electronic version compatible with Word for Windows.

The first draft of the report will be circulated to the project manager for a 8 working days review. Comments will be consolidated and incorporated into the final reports as appropriate, and the evaluator will provide a response to the project manager, in the form of a comment matrix, including explanations as to how comments were addressed or why any comments might not have been incorporated.

Work plan & Time Frame

The evaluation needs to be finished by end of June 2024 and the evaluation report submitted no later than June 28th, 2024.

Key qualifications and experience

The Evaluator should have the following qualifications:

- Bachelor or Master degree in a relevant discipline;
- At least 5 years of professional experience in evaluating international conservation projects;
- Experience in evaluating EU projects is an advantage;
- Proven experience with logical framework approaches and other strategic planning approaches, M&E methods and approaches, information analysis and report writing;
- Knowledge and experience of NGOs and animal conservation;
- Excellent communication and interview skills;
- Excellent report writing skills;
- Demonstrated ability to deliver quality results within strict deadlines;
- Proficiency in English, French and/or Dutch and German is a plus.

All applications must include the following:

- Resume with relevant references (previous assessments)
- Cover letter
- 2 pages of methodology including a financial offer (to be attached to the Cover letter file).

Applications should be sent to amorin@ifaw.org before 18th May 2024.