

Terms of Reference
For
Study and Assess the Trade-Related Infrastructural Gaps and Requirements for
MSRII – RTCP Project Roads

Project Background

With a view to supporting enhancement of Intra-Regional connectivity in the South Asia region and promotion of trade, the Mizoram State Roads II-Regional Transport Connectivity Project aims to increase transport connectivity along regional trade corridors in Mizoram. Improved transport connectivity is expected to translate into economic growth through increased trade.

The central component of this project is the widening and strengthening of three sections of roads –

- (i) Tlabung – Kawrpuichhuah Road on the border with Bangladesh;
- (ii) Champhai - Zokhawthar Road on the border with Myanmar; and
- (iii) Chhumkhum – Chawngte North-South alignment connecting to the border roads with Bangladesh to the west and Myanmar to the south.

A part of this project (budgeted as US\$ 3 million) also involves construction and improvement of trade-related infrastructure (hereinafter TRI) along project roads. This would include, but would not be limited to, market *haat* structures and truck stops. This infrastructure would improve the trade capacity of the residents, reflect the benefit-sharing measures under the project, and would help improve road safety along project roads. Market *haat* structures provide a safe place for local communities to market and sell their produce and goods, instead of selling on the side of the road in self-made structures that may be unsound, and that may be located in unsafe locations from a road safety perspective. Truck stops provide a safe place for drivers to stop along project corridors which would enhance safety for both truck drivers as well as other traffic sharing the road and residents living along project corridors.

In order to understand better the nature, scale and scope of the cross-border trade widely present in this region, the World Bank commissioned a ‘Regional Study on Informal Cross Border Trade Practices: India, Myanmar and Bangladesh.’

The present Terms of Reference are for a study to identify and inform the construction and improvement of the formal TRI along the project roads.

Objective

The objective of the study is to assess the trade-related infrastructural gaps and requirements. Through this assessment, the consultant would identify specific sites where augmentation or construction of such infrastructure would be required.

Scope of work

The scope of the work would be to conduct an assessment along the project roads in order to identify and analyze the gaps and requirements in trade-related infrastructure, which could include market *haats*, truck stops, supporting facilities such as storage and warehousing, etc.

Accordingly, the scope of work would comprise the following:

1. Identify, map and consult with key stakeholders engaged in the formal domestic trade network. These stakeholders could include traders in relevant markets, Village Council members, trading associations, market associations, local cooperatives, shopkeepers' associations, truck drivers and transport services providers, local NGOs, chambers of commerce and industry, etc. Stakeholders within the Government would include departments such as the Trade and Commerce Department, Department of Industries, Department of Environment and Forests, Agriculture Department, Horticulture Department, etc. The needs of women traders and entrepreneurs should be prioritized.
2. Identify, map and consult with key stakeholders in the formal cross-border trade network. These could include registered importers and exporters, trading associations, transport services providers, women traders associations and networks, etc. Government stakeholders could include the Customs Department, Land Port Authority of India, Land Customs Stations at the borders, etc.
3. Identify the types of products most commonly traded in the region. Analyze the volume, source, destination, and trading patterns of these traded products/goods.
4. Identify and analyze the volume and patterns of traffic movement related to domestic and international trade and commerce.
5. Assess the demand for trade-related infrastructure,
6. Assess the condition of the existing Trade-Related Infrastructure, and identify the gaps and requirements for enhancing such infrastructure along the project roads.
7. Based on consultation feedback, make recommendations for development of new Trade-Related Infrastructure along the project roads that would have positive impact on increasing trade and economic activity, especially for women traders, and improving safety and conditions for trade.

In accordance with the Project's Environmental Management Framework (EMF), screen for potential environmental impacts associated with construction and ongoing use of all proposed TRI; confirm applicable legal and regulatory requirements as well as World Bank policies and standards; and prepare preliminary analysis of potential impacts and necessary mitigation measures. As part of the screening process, consult with local communities and other relevant stakeholders about the potential environmental impacts, as well as to identify potential environmental enhancement opportunities. As part of the Action Plan mentioned below, outline all requirements and process to finalize an Environmental Management Plan (EMP) as per the applicable policies, regulations and standards, as part of the detailed design process.

8. Prepare a detailed Action Plan and Work Plan for augmenting existing infrastructure and construction of new infrastructure.

Methodology

The assessment would be conducted using a hybrid methodology comprising desk research and primary data collection from the sites.

1. **Desk research** – This would include collection of background information on the domestic and cross-border trade in the state of Mizoram, the ongoing Bank project, previous projects, etc.
2. **Qualitative primary data** – This would be gathered through mixed methods including Focus Group Discussions, Open-Ended Discussions, Key Informant Interviews, Stakeholder Consultations and household surveys, if required.
3. **GPS** – The primary data assessment and analysis would also make use of GPS techniques.

Deliverables

1. Inception Report, including the work plan, detailed timeline, methodology and resources: within 15 days
2. Progress report at the end of each month
3. Draft Report : within 2.5 months
4. Dissemination workshop for consultations among key stakeholders
5. Final Project Report – at the end of 3 months. The report would include findings from the desk research, primary data collection, detailed documentation of consultation sessions, detailed analysis and recommendations. The final report shall also include a detailed action plan for enhancement and construction of trade-related infrastructure at specific sites. This would contain the following:
 - a. Specific sites for enhancement of existing TRI or development of new TRI along the project roads
 - b. The nature and type of enhancement to existing TRI or development of new TRI
 - c. Land requirements for all TRI, any Project-affected Persons or Households, and any associated resettlement or rehabilitation needed
 - d. Environmental screening for all TRI
 - e. A tentative Cost of construction and enhancement of each of the identified TRI structures (including tentative environmental mitigation costs, as applicable)
 - f. A preliminary concept design
 - g. Estimated timeline for completion of construction and enhancement of each of the identified structures
 - h. The potential user group or community details.

Duration

The duration for the assessment and submission of deliverables would be 3 months

The Inception Report would be required to be submitted in 15 days' time.

Team Composition

The consultant's team is expected to have the following:

1. Trade Facilitation and Trade Infrastructure Specialist(s) Team Leader: having basic qualification in related subject and at least 5 years of experiences in the planning and implementation of trade-related study. Similar experiences in the planning and implementation of trade related infrastructure will be preferred.
2. Agriculturist(s) having a basic qualification in related subject and at least 5 years of experiences in the region or area. Experience in the similar identification of opportunities of agriculture related trade will be preferred.
3. Social Scientist(s): having a basic qualification in related subject and at least 5 years of experiences in the social development sector. Experiences in the donor funded project planning and implementation including experiences in conducting consultations shall be preferred. Also, candidate having ability to speak local language will be will be preferred.
4. Environmental Specialist with at least a Masters' degree in environmental sciences, environmental engineering, environmental planning or a related field; at least 5 years of experience conducting environmental screening, IEEs and EIAs for similar type works; ability to conduct fieldwork to carry out environmental screening and preliminary assessment, and knowledge of Indian and World Bank policies and standards related to environmental management.
5. Social enumerators / Data collectors: to be able to effectively communicate and collect the quality information for the study.
6. At least one team member to be fully s conversant in the Mizo language to ensure effective communication with the local population.
7. Additional support staff, as required

PWD's Responsibility

The PWD and PIU would provide the available project information/ reports and required facilitation and or coordination support to the consultant's team.