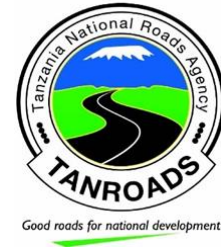




THE UNITED REPUBLIC OF TANZANIA

MINISTRY OF WORKS

TANZANIA NATIONAL ROADS AGENCY



TERMS OF REFERENCE

FOR

PROVISION OF CONSULTANCY SERVICES FOR TRADE AND TRANSPORT FACILITATION STUDY FOR MULTINATIONAL BAGAMOYO – HOROHORO/ LUNGALUNGA – MALINDI ROAD PROJECT: PHASE 1: PANGANI - TUNGAMAA – MKWAJA - MKANGE (120.8 KM) ROAD SECTION: TENDER NO; AE/001/2025-26/HQ/C/39

APRIL 2026

Section 1. Terms of Reference

PROVISION OF CONSULTANCY SERVICES FOR TRADE AND TRANSPORT FACILITATION STUDY FOR MULTINATIONAL BAGAMOYO – HOROHORO/ LUNGALUNGA – MALINDI ROAD PROJECT: PHASE 1: PANGANI-TUNGAMAA – MKWAJA - MKANGE (120.8 KM) ROAD SECTION.

1.0 INTRODUCTION

- 1.1** The Government of the United Republic of Tanzania (GOT) has received Loan from the African Development Bank (AfDB) and African Development Fund (ADF) to finance Multinational Bagamoyo – Horohoro/Lungalunga- Malindi road Project, Phase 1: Upgrading Pangani – Tungamaa – Mkwaja - Mkange (120.8 km) Road to Bitumen Standard which is part of the coastal corridor connecting Tanzania with Kenya through Horohoro/ Lungalunga border post and intends to apply part of the proceeds of this loan to cover eligible payments under the contract for Consultancy Services for Trade and Transport Facilitation (TTF).
- 1.2** The Study has been necessitated because the corridor will have a significant contribution to the regional trade with the movement of goods and services along the corridor between Tanzania and Kenya and from the ports of Mtwara, Dar es Salaam, Bagamoyo and Tanga in Tanzania, and Mombasa and Lamu in Kenya, through Horohoro/Lungalunga border post. This will require the assessment of the corridor in delivering seamless transport and trade services to businesses and transporters.
- 1.3** The project beneficiaries are corridor residents who will have both greater direct and indirect economic opportunities and access to social services and goods to their daily lives. The regional beneficiaries are producers, manufactures and traders who use the corridor to move goods at reduced cost and time. The results of the study will involve the GOT to effectively integrate the soft infrastructure issues (policy, regulatory and capacity–building i.e indirect benefits) in the road upgrading project under subsequent phases and generate baseline data to facilitate monitoring and evaluation progress in reducing trade costs along the corridor and help to get useful inputs in designing transport corridors improvement interventions.
- 1.4** The Consultancy services study priority diagnostic areas to be undertaken involves generally all institutional within the border, legal framework, custom performance, logistics performance, gender and digital trade facilitation aspects on both sides by identifying trade and transport-related obstacles to easing of movement of goods, services and people in the region connected by the road and recommending ways to mitigate on the same. It is to be noted that One Stop Border Post (OSBP) facilities that exist at the Horohoro (Tanzania side) and Lunga-lunga (Kenya side) border be operational to ease and facilitate on trade and transport. However, the OSBP concept is yet to be operationalized due to several constraints like legal framework between two countries, Jointly ICT infrastructures, custom performance and Security facilities ownership on both sides of the border institutions.

1.5 In order to implement the above project component, the Government of the United Republic of Tanzania represented by the Tanzania National Roads Agency (TANROADS) on behalf of the Ministry of Works wishes to engage a qualified Consultancy firm to undertake Trade and Transport Facilitation Study under this Terms of Reference (TOR).

1.6 A qualified Consulting Firm (the Consultant) will be required to undertake Consultancy Services for Trade and Transport Facilitation (TTF) as the Employer's Representative pursuant to these Terms of Reference (ToR). The Shortlisted Firms shall submit their proposals within the period defined in the Letter of Invitation. The successful Bidder shall enter into an Agreement for the Assignment with Tanzania National Road Agency (TANROADS).

2.0 PROJECT DESCRIPTIONS.

2.1 The Project is located along Mombasa –Tanga - Bagamoyo Corridor (part of the ~450km Malindi-Bagamoyo highway) is a major East African Coastal infrastructure project linking Kenya and Tanzania to boost trade, regional integration, and tourism. The project upgrades road segments to bitumen standards, including new bridges like Pangani Bridge in Tanzania and Baricho Bridge in Kenya, and features dual carriageways, service lanes, and urban improvements by region joining Mkinga, Tanga, Muheza, Pangani, Handeni in Tanga Region and Bagamoyo Districts in Coast Region. The Road starts at Pangani district traversing along various villages and ends at Mkange Jct in Bagamoyo district about 120.8km connecting Mandela – Saadani road. The Route follows the existing unpaved Regional Roads traversing through the Saadani Reserved Areas and a number of Big Centers which requires special attention during project implementation. Also, it connects Paved Road to Tanga City and Horohoro Border to Malindi Road in Kenya. The location for the project road is shown in Figure 1 below.

2.2 The Key Characteristics and Features to the border efficiency are the (i) Regional Connectivity that enhances trade between Kenya and Tanzania by reducing transport time and logistics costs along the coastal route connecting Malindi (Kenya) through Lunga Lunga to Tanga and Bagamoyo in Tanzania. (ii) To unlock logistic bottleneck by Infrastructure Upgrading project that includes extensive upgrading, with 56 kilometres already upgraded to bitumen, designed with modern drainage (pipe and box culverts) and, as of early 2026, redesigned to be a four-lane dual carriageway in key sections to prevent future congestion. (iii) Urban Integration with features like construction of service lanes, pedestrian walkways, and bridge improvements to assist local traffic, safety, and urban accessibility in areas like Pangani and Mombasa. (iv) Economic Impact with free custom interfaces that aims to boost the coastal hospitality sector, support regional tourism (connecting beaches/cultural sites like Bagamoyo), and increase employment in the construction industry. (v) Project Scope that Involves both new construction and major rehabilitation along the existing coastal road, crossing a distance of over 400km with shared development costs between the nations and developmental partners

2.3 Currently, the Road is under upgrading to bitumen standard and some part is non-Engineered gravel standard with width varying from 6m to 8m. Essentially, the traffic on this road is suppressed due to poor condition of the road during rain seasons on areas with black cotton soil. The road geometry is significantly characterized by some visibility and curves located in flat and small hilly terrain hence inadequate sight distance at curves and intersections that significantly

increases crash risks, increasing conflict points, reducing visibility, and encouraging high speeds on unsafe sections especially when combined with narrow road surfaces hence leading impairing the safety of Road users. Also Speed Control in the Rough surfaces, winding paths, and hilly, steep terrain influence drivers to change speed, yet lack of appropriate geometric design can lead to excessive speeds for the conditions. The Infrastructure Gaps that leads to the absence of dedicated sidewalks and properly designed channelization at intersections leaves vulnerable road users, such as pedestrians, at higher risk. Vehicle Interaction that leads to lack of median markings for separating traffic and narrow lanes on this stretch increase the risk of head-on collisions. Therefore, safe driving in these areas requires extra caution, particularly at night, to mitigate the risks associated with the existing infrastructure challenges. Nevertheless, the road is maintained through Routine, Spot and Periodic Maintenance works which involves spot gravelling, grading, vegetation control and de-silting of drainage structures on the existing road alignment for its pass ability. The road is passing along Pangani River about 50.0km from Tanga city and crossed by various major perennial rivers.

- 2.4** The Road passes through areas with assorted key potential economic opportunities such as Mining, hunting, game reserve, tourism, fishing and livestock keeping in continuous grazing type and medium scale to small-scale on the quarry and agriculture, that makes trade value chain within the coast corridor. Furthermore, the trade and transport facilities where the road traverses through the populated or inhabited areas who are beneficiaries to the social services that include Schools, Health Centres, Religious buildings, public offices, Non-Governmental Organizations Offices and small shops therefore road alignment based on access to the direct or indirect economic opportunities, safety and standard specifications were considered based on sound professional judgement.
- 2.5** Due to unreliable Road transport infrastructure across the area, economic potentials are not fully exploited. Upgrading of this road is intended to facilitate economic growth as it will reduce transport costs, travel time as well as boosting Mining, agricultural, modern fishing and livestock potentials in the project area. Moreover, the improvement of the road is expected to attract more tourists to Saadani Reserved Area hence creation of employment opportunities, generate foreign income and expand tax base of Tanzania. The likelihood of reducing poverty through socio - economic growth and other exogenous benefits to Tanzania is envisaged after completion of the project.
- 2.6** Consultants are encouraged to visit the project location at their own cost and time to enable them familiarize with project site location and prepare the best and appropriate responsive proposals that will be acceptable in the consultancy services for Trade and Transport Facilitation (TTF) to the client. This will not be a mandatory regardless of minor information's that will be given through respective TANROADS HQ and Tanga regional managers office

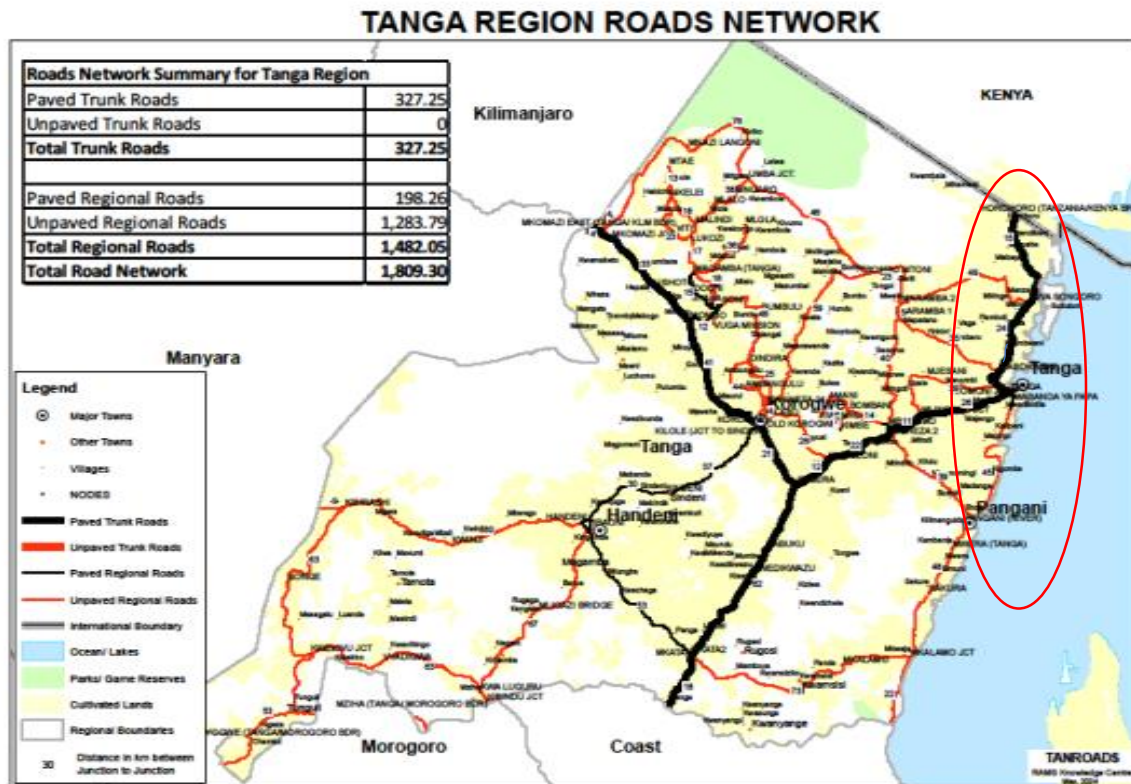


Figure 1. *Map showing Location of the Project areas*

3.0 GENERAL OBJECTIVE OF THE SERVICES

- 3.1** The overall objective of the Trade and Transport Facilitation (TTF) Study is to identify the constraints of trade development and growth of transport facilitation on the customs performance and procedures, NTBs, logistics costs, border delays, ICT connectivity, Standards set and security wise on each side and along the project corridor that reflect specific output, measurable, achievable, relevant and time bound (SMART) rather than general “identification of constraints rather than general “identification of constraints and then recommend ways to unlock any existing constraints.
- 3.2** Upon agreement with the Client on the economic Trade and Transport evaluation after the approval of the preliminary report, the Consultant shall undertake Detailed Final Analytical Report on the trade development growth in relation to the transport facilitations within and nearby the project corridor.
- 3.3** The consultant will be required to assess the regional integration on how the road project has reduced transit times, facilitating trade and across border movement of people, opening up access to the tourist attractions, linking the ports of Dar es Salaam, Tanga, and Mombasa and stimulating the blue economy which is the priority of project under Programme for Infrastructure Development in Africa (PIDA) based on the Project performance indicators such as economic whereby there is

an increase of containers with twenty foot equivalent unit (TEU) in Tanga port having 8,735 containers in 2024 to date after the improved infrastructures and equipment. This can be compared with 7,401 containers handled in 2020 which is the equivalent increase of 19.7 percent.

- 3.4** The upgrade of the project road shall revamp the project areas versatility which shall contribute to the socio-economic progression of the Coast and Tanga Regions, and especially Bagamoyo and Pangani Districts. The road will also provide an alternative trunk road between Dar es Salaam, Tanga and Mombasa in neighboring country of Kenya. This shall ease and enhance communication between Tanzania and Kenya from Dar es Salaam via the touristic and historical town of Bagamoyo, Pangani, Tanga Mombasa to Malindi. Therefore the baseline data collected by the consultant shall include (i) Transport costs and travel time for the trade and passengers vehicles and their trips (ii) Trade volumes through the Horohoro/ Lungalunga border, (iii) Direct and indirect jobs created (iv) Differential roles and responsibilities within the community, (v) Baseline data on change in air quality parameter including vehicular greenhouse gas emissions, (vi) income/poverty indicators and , (vii) Other environmental and Social parameters including (fishing, farming), rapid population growth, and high vulnerability to climate change, poverty and others that will be seen related to the project with normal data collection methodologies.
- 3.5** The indicators will be measured at the project inception, midterm and completion to evaluate the degree of achievement of the project objectives and project outcomes included in the project Result based framework.

4.0 SCOPE OF CONSULTANCY SERVICES

4.1 The Consultant shall carry out all tasks necessary including upgrading the Malindi – Mombasa – Lungalunga – Tanga - Bagamoyo road, upgrading port links that are implemented to achieve the defined objectives. The study shall show staff and stakeholders engagement plan, data sources and methodologies used. The services shall be carried out in two phases namely:

- A. Phase I:** The study shall include the following:
 - a) Inception report,
 - b) Draft Preliminary study and Preliminary Study Report which includes.
 - i. Preliminary trade development growth and transport survey;
 - ii. Evaluation of Economic trade development growth and transport survey analysis and
 - iii. Sustainability of trade development growth and transport facility evaluation on subsequent populated area (Villages and townships) along or within and nearby the project’s corridor
- B. Phase II:** The Studies shall include:
 - Draft Final study and Final Study Reports on.

4.1.1 Assessment of Traffic and Trade Flows (TTF) and Baseline Data along the Corridor
Obtain baseline data on the current flows between key economic nodes on the corridor using data collection tools methodologies i.e. analysed traffic counts, stakeholder’s interviews, custom and weighbridge data, GPS Tracking etc. and through Horohoro/Lungalunga border OSBP: Trade

values, key products traded, movement of people (disaggregated under key categories such as tourists and cross border traders). Linked to this, the Consultant shall also evaluate the trade flow characteristics on other regional routes interlinked with the corridor to appreciate the extent of the project's influence on promoting regional trade.

- 4.1.2 The consultant will measure time and costs of the different traffic movements at different sections of the corridor using the standard corridor performance tools e.g time release and taken to cross the border posts study and provide an accumulation of the times and costs observed along the corridor, including the time taken to cross relevant border posts of either sides. The corridor observatory methods will be used. The objective is to identify the bottlenecks for delays that can lead to high transport costs (Road freight cost). Based on this assessment, document the baseline data for the various matrices on travel times and the time taken to cross the border.
- 4.1.3 Undertake a review of the current and historical transport flows from the major seaports serving the two countries and sub-region, showing local and transit traffic, rail/truck traffic and growth trend analysis over the past ten (10) years i.e. from 2015 to date and evaluate the consistency in economic and transport trend analysis.
- 4.1.4 Collect and analyze information on freight and passenger transport costs between major cities and towns along the corridor. Collect information and determine the availability of potential impact on the price and level of service to the upgraded road.

5.0 Assessment of Traffic and Trade Flows (TTF) and identification of key Gaps

- 5.1 Conduct a process-mapping analysis of the border clearance procedures and documentary requirements using the digital trade facilitation systems i.e single windows, electronic cargo tracking etc (For customs, standards, health, transits, truck drivers, etc.) at gateways, Horohoro/Lungalunga border post and in transit operations and establish baseline data on time taken to cross the border and identify areas of streamlining in accordance with applicable national and regional policies.
- 5.2 Assess the operations at the existing Horohoro/Lungalunga OBSP and identify the gaps in hard and soft components required to improve the operational efficiency of the OSBP and provide a detailed costed implementation plan to the Engineering and economic costing perspectives as to address them in linking to the soft barriers on the free movement environment of goods, services and people along the corridor then recommend on the expectations.
- 5.3 Taking a corridor approach (from port to destination), identify and analyze the existing trade and transport facilitation procedures along the corridor and identify legal, institutional, operational and physical bottlenecks to the cross-border movements of goods, services and people. In this regard, the consultant shall consult with the relevant Government and Private sector agencies in transparency as identified in **section 11.8 below** through interviews consultation approach to identify the major policy, trade barriers, institutional, operational and physical impediments affecting trade between Tanzania and Kenya.

5.4 Assess the institutional capacity and their working methodology of border agencies on the staffing, working system facilities, legal mandate, ICT facilities and infrastructures to identify key capacity gaps and suggest institutional strengthening interventions and complementary facilities required to operationalize the one-stop border post (OSBP) concept at the Horohoro/Lungalunga boarder post as to ensure assessment of the structured and comparable institutional analysis.

6.0 Analysis of NTBs and other institutional and policy/regulatory issues

6.1 Assessment of Non – Traffic Barriers of trade (NTBs) using corridor performance data or stakeholder’s consultations be aligned with internationally recognized classifications (e.g. SPS, TBT, customs procedures) to avoid ambiguity. This will ensure the analysis is structured and comparable with regional trade facilitation frameworks. Examination of the status of non-tariff measures of the border /dry port and observe what the border agencies are doing to ensure that there is the necessary capacity to facilitate trade.

6.2 Analysis of policies affecting goods and services along the project area shall focus on the priority instruments (EAC Customs Union, Common Market Protocol, trade facilitation agreements) to avoid descriptive review and ensure actionable policy analysis:

6.3 How is trade governed along the length of the route covered by the proposed infrastructure investment? How the transport and logistics service providers are regulated (National and Regional)? The consultant should identification the key regulatory agencies and their mandates to understand overlaps, coordination gaps, and their accountability on the policy issues and regulatory reforms required to improve market access to goods and services?

6.4 The status of the implementation of the East African Community (EAC) Common Market and how it impacts trade at the border, particularly through trade liberalization?

6.5 Identify impediments that add to the cost, time and uncertainty of the activities that be referenced on the measurable trade facilitation indicators (e.g. border crossing time, logistics performance, clearance costs) in which allows objective assessment rather than qualitative observations and transactions within the supply chains that serve these trades, then examine the complexity and effectiveness of the regulatory environment, transparency and quality of enforcement, that affect trade competitiveness.

6.6 Seek ways to support relevant Government agencies by linking directly to the road project outcomes in improving transport and trade facilitation policies and infrastructure as to ensure recommendations remain relevant to the infrastructure investment rather than generic policy advice. The expected deliverables outputs should be explicitly stated on the following:

6.6.1 . Expected outputs (e.g. reform action plan, NTB elimination roadmap, logistics improvement strategy) to strengthens the results orientation of the study.

6.6.2 .The Consultant should do explicitly mandate requirement for the consultations with Stakeholder engagement, traders, freight forwarders and border agencies to ensure practical and evidence-based recommendations.

- 6.6.3** The Consultant should do analysis of the need for the regional integration perspectives of the cross-border coordination between Tanzania and Kenya institutions as the given critical multinational nature of the corridor.
- 6.7** Eliminating impediments and reducing their impacts then propose to the client the realized opportunity to support initiatives on the trade and transport facilitations to the stakeholders.
- 6.8** Assess the opportunity availability on the quality of logistics and infrastructure services to exporters and importers.
- 7.0** **Analysis of the Expected Project development outcomes and Recommendations to Improve TTF**
- 7.1** Propose alternatives methodologies to improve customs risk management and assessment (e.g. data analysis, stakeholder consultations, corridor performance data etc) along the corridor, including appropriate techniques for systematic risk identification, measures to limit risk exposure, and implementation strategies on the expected outputs such as an implementation roadmap, timelines and responsible institutions to improve transparency and ensure recommendations are evidence-based rather than generic.
- 7.2** Compare the existing trade procedures with the regional and international best practices regarding trade and transport facilitation (e.g. those measures outlined under the current practices with WTO, TFA and AfCFTA standards on Trade Facilitation Agreement and relevant protocols of the African Continental Free Trade Area including issues on modal infrastructure, vehicles, customs procedures and documentation border management, logistics performance, transit traffic, liability regimes for vehicle and goods and transport operations on multimodal transport, use of information technology, security, safety, health and sanitation measures
- 7.3** The consultant will evaluate and indicate the SMART key performance indicators such as e.g. border crossing time, transport cost per ton/km, clearance time, traffic growth rates etc for the clients monitoring and future evaluation to improve domestic transport and across border trade, passengers' traffic that covers also Kenya side at Lungalunga since cross-border trade impacts both countries as the multinational corridor nature on the Regional integration objectives and also stimulates economic activities including tourism in the coastal belt of Tanzania. The results will aim in the contribution to the increased regional and international trade between Tanzania and Kenya using Lungalunga/Horohoro borders.
- 7.4** Propose any technical assistance measures such as capacity building plan, training needs assessment and institutional strengthening's, including training which may be necessary to the clients' staff.
- 8.0** **ECONOMIC TRADE, FINANCIAL PERFORMANCE ANALYSIS AND EVALUATION**

The Consultant shall carry out the economic trade evaluation of alternative technical solutions of the upgraded road project using the latest HDM-4 software version in order to determine the

economic trade viability of the proposed road project based on a cost benefit analysis between the “with project” and “with no project” scenarios over 20 years period. Calibration of some data collected from the project area should be made in order for the HDM-4 model to give better results and outputs. The Economic trade evaluation will be undertaken based on TANROADS investment Appraisal Manual of 2015. Interpretation of the economic trade analysis results as well as recommendation on the best option should be made clearly to enable the client to make decision. The following economic trade indicators shall be calculated by the above models:

- a) Economic Internal Rate of Return (EIRR)
- b) Net Present Value of Investment (NPV) at 12% discount rate
- c) NPV Cost ratio

8.1 Survey of National Socio-Economic Trade Profile

The economy trade of a region and its transport infrastructures facilitation are closely inter-related. The economic justification for a road project often depends upon the economic trade activities in the region and the potential for their further growth. The growth of traffic on the roads is likely to be closely governed by the inter-relationship between transport demand and certain selected economic trade indicators. Based on this the consultant shall carry out the following activities: -

- a) Give general overview of the country’s economic profile to the existing and new areas including GDP, growth rates of economic sectors such as agriculture, manufacturing industries, new mining activities, tourism, transport and communication, construction, special economic zones, the Hoima (Uganda) to Tanga crude oil pipeline etc. and their contribution to GDP.
- b) Indicate trend of the growth of other macro-economic indicators such as inflation, GDP at constant price and market price, exchange rates, etc for the past 5 -10 years country wide and project area.
- c) Give the most recent description of the countries and project area population, growth rates and population projections from the National Bureau of Statistics (NBS).

8.2 Transport System of the Country

The consultant shall provide information on the main transport modes and their context; the road network in km by classification and surface type; Vehicle fleet and its growth rate in order to determine transport demand in the country. The new development in the transport sector such as construction of the Standard Gauge Railway (SGR), Bus Rapid Transit (BRT) and East African Crude Oil Pipeline (EACOP) should be acknowledged.

8.3 Socio-Economic Profile of the Region and Project Area of Influence

The Consultant shall collect and analyse the socio-economic data for the past 5-10 years from the project regions as well as project influence area so as to get an idea on how the economic growth has taken place in relation to traffic growth, thus giving a basis for estimation of future traffic growth generated by various sectors of the trade economy. Such data shall include but not limited to:

- a) Population growth and changes in rural and urban population by distribution;
- b) Regional and national economic trade development growth;

- c) Trade Development in agriculture including area under crops, potential area for crops, livestock, irrigation, minerals such as gemstones, gold, coal, iron ore, uranium, natural gas etc, manufacturing industries such cashew nuts and processing, commerce, tourism, forestry, fisheries within the influence area;
- d) Influence of new road for both transport and cargo freight within Tanzania and neighbouring countries;
- e) Private and public investments along the project area;
- f) Development of social services, medical facilities, educational centres, refugees' camps; and other factors as might be identified by the Consultant.

8.4 The Consultant shall carry out economic trade appraisal in a wider perspective in order to determine traffic uses the upgraded road project. The data should be analyzed statistically to determine the growth rates and elasticity of traffic with respect to GDP, population, industrial production and agricultural output.

8.5 The Consultant shall be required to use the guidelines and standards developed in TANROADS' Investment Appraisal Manual of 2015 for Economic trade development Analysis and validated as appropriate involving but not limited to their preference. The basic purpose of economic trade development analysis of a road project is to measure its economic trade development costs and benefits in order to determine whether the net benefits accruing from the proposed project justify investment in such a project. Based on the above, the economic trade development analysis for this project will be undertaken based on the following assumptions:

- a) Economic trade development analysis period is considered to be 20 years excluding construction period;
- b) A discount rate of 12% shall be applied with the residue value of 30%;
- c) Vehicle Operating Costs (VOC) from TANROADS' Investment Appraisal Manual, 2015 should be applied. However, the Consultant is required to update the items whose trade development prices change with time. Such items include fuel prices, crew wages, and prices of new vehicles.
- d) The Standard Conversion **Factor (SCF) of 0.83** should apply as calculated by TANROADS. This factor is used to convert financial or market prices to economic trade development costs. However, the consultant will be required to describe the concept of the SCF as appropriate and compared with above recommendation.

8.6 Economic trade development Costs analysis

The economic trade development costs analysis will be converted from financial to economic based on standard conversion factor of 0.83. These Costs will be considered in the economic analysis that shall comprise of but not limited to:

- a) Vehicle Operating Cost (VOC): The Consultant shall study all available information on the vehicle operating and road maintenance costs and update estimates of such costs for both "Without" and "With" the project options. The Consultant shall use the Vehicle Operating Cost (VOCs) established by TANROADS;
- b) Trade market Costs of some different commodities and identified options within the project and nearby the border areas into separate detailed foreign and local currency components cost;

- c) In determining the economic trade development costs for all inputs in the study, the Consultant shall ensure that costs are net of all taxes and duties, or any other transfer payment to Government, and shadow priced where appropriate to reflect the true scarcity value of the resources being used.

8.7 Economic trade development Benefits

Savings will be calculated as differences of costs and benefits under “with project” and “without” project cases. In this respect, the HDM Model will be used to calculate these trade development costs savings from input data. Benefits to be considered in the present economic trade development analysis shall comprise of but not limited to:

- a) Savings on Vehicle Operating Costs (VOC);
- b) Savings on Travel Time Costs for passengers and cargo;
- c) Saving on Accident Costs; and
- d) Saving in Maintenance Costs because of the new facility;

- 8.8** Due to the fact that some indirect economic and social trade development benefits arising from the improvement in road conditions are not quantifiable, the Consultant shall undertake detailed qualitative analysis of these benefits. Only when such benefits can be firmly demonstrated in quantitative terms shall be included in the economic trade development evaluation of the project but may be used as secondary justifications.

8.9 Sensitivity trade development Analysis Tests

The Consultant shall carry out sensitivity trade development analysis for the recommended alternative showing variations of NPV and IRR assuming construction costs variation of +10% and +20%; and variation of traffic levels over the life of the project of +10% and +20%. The worst-case scenario should also be considered. The sensitivity trade development analysis shall also include a switching value analysis for trade development costs and traffic levels.

- 8.10** The Consultant shall also develop a Risk trade development Assessment in order to highlight the likelihood of an unsatisfactory outcome. The Risk trade development Analysis methodology shall provide a framework within which it is possible to identify the most likely outcome of a series of relationships based upon the possible values of the input variables to those relationships.

8.11 Sustainability of the trade development within the Project.

The Consultant shall describe and propose the future sustainability of the trade development within the project after completion. The Consultant will rank the results of different options and make recommendations to the Client.

8.12 Implementation Schedule

In carrying out the analysis of the trade development of the areas concerned. The Consultant shall prepare the standard checklist of the documents to be submitted for the compliance check of what has been done. In order to assist in evaluating the required implementation period and forward budget needs, the Consultant shall carry out a network analysis of the project using suitable deterministic or probabilistic theory or a combination of both showing, inter alia: -

- a) Major activities and their duration;

- b) A “Network” showing the proposed ordering or sequencing of the major activities;
- c) Duration of the entire project in the form of a bar chart;
- d) Monthly cost of each activity; and
- e) Anticipated monthly expenditure presented in form of an S-curve.

8.13 Final Economic Trade and transport development Analysis

The consultant shall conduct the economic trade and transport development evaluation of the project area when final construction is done to re-confirm the economic transport facilitations within and nearby the project area.

8.14 Resource Evaluation or Cost Benefit Analysis.

The Consultant shall conduct the social costs benefit analysis (resource evaluation) in regards to the proposed project as well as review the economic study (Cost Benefit Analysis) undertaken during the Preliminary study to ascertain the social and economic viability of the constructed road project. The economic trade development analysis will provide the inputs for preferred options with the project alternatives. The Economic Internal Rate of Return (IRR) and Net Present Value (NPV) of the project at a discount rate of 12% or as decided in consultation with TANROADS should be calculated and interpretation of the results be provided. The expected social –economic benefits of the project includes improvement of transportation services, improved community life on education and health services, job creation and improved employment opportunities, reduced production costs of goods and improved market penetration to the trade sectors, and increased tourism along the coast.

8.15 The Consultant shall conduct analysis on the Environmental positive and negative impacts associated with the project on the natural habitat and landscape modification, attraction of the high population around Saadani National park, the conflicts and attraction of poaching with wildlife and related activities. Accidents due to the over speeding leading to wildlife death and injury or implementing traffic calming measures to minimize/reductions of wildlife accidents or death due to small speed and monitoring of the construction effects on the wildlife movements while minimizing the risk of poaching in line with Tanzania’s anti- poaching laws and policies. The broader Environmental protection located on the sensitive ecosystem has been considered to the “forest cover” as well as compliance with the AfDB Group’s policy statement on conservation of biological diversity and promotion of sustainable use of the natural resources. The cumulative impacts should reflect on catchment degradation, microclimate, fish spawning grounds and tourism in the Saadani National park.

8.16 The Consultant shall do determinations of the climate risks due to the climate change on the flooding and high temperature rise on the coast zones. This can include effect of rising of sea level to the integrated flood control and Engineering designs on the proper sizing and provision of side drains, culverts and outflow structures to prevent flooding, small scale restoration of degraded lands to reduce soil erosion, temperature rise and supporting the local livelihood of many vulnerable communities in the rural areas along the project corridor. The “National determined contributions (NDCs)” under Paris Agreement has been considered in this project as an investment in “*green road infrastructures*” contributes to the national targets of low emission transport systems and long term resilience.

9.0 TRAFFIC SURVEYS AND ANALYSIS

- 9.1** The Consultant shall analyse all available traffic data in order to determine the type and volume of existing traffic. In addition, the Consultant shall carry out origin-destination surveys, in order to determine the nature of traffic, the present and future volume of freight, passenger and vehicles movements and prepare O-D matrices of passengers and commodities flow, which will utilize the roads under study. The Consultant shall earmark appropriate O-D stations that addresses the purpose of the survey.
- 9.2** The Consultant shall collect the historical traffic data depending on its availability (preferably about 5 -10 years) so as to establish meaningful past growth trends for each vehicle class. The traffic forecasting will be presented in three categories of traffic, namely normal, generated and diverted.
- 9.3** Origin and destination (O-D) surveys shall be carried out at appropriate locations for 7 consecutive days which must encompass the weekly market day and five working days. The O-D information shall include vehicle particulars, commodity O-D particulars, vehicle utilization and routes to the particulars on the existing Road points. The points at which the data is collected should be carefully chosen on the road network such that it should be possible to derive the volume of traffic likely to use the facility under consideration. The ADT data obtained from O/D surveys should be presented in trip matrix format.

10.0 DESIGN STANDARDS

The Consultant shall check robustness of the trade development against other international/Regionally reputable standards. Other trade standards that the consultant deemed to be used shall be approved by the client. The following approved standards by the Ministry of Works shall be adopted and adhered to:

- 10.1** Economic trade development Evaluation: -
- i. TANROADS Investment Appraisal Manual 2015
 - ii. Traffic survey baseline Manual 2009
 - iii. Tanzania in Figures (NBS)

11.0 DUTIES AND RESPONSIBILITIES OF THE CONSULTANT

- 11.1** The consultant shall carry out the tasks aforementioned with due care and diligence to achieve the objective of the service. In the conduct of the work, the Consultant shall maintain close liaison with Tanzania National Roads Agency (TANROADS) and Tanzania Revenue Authority (TRA)
- 11.2** Undertake regional stakeholder consultation with Kenya National Highways Authority (KeNHA) as a similar study is being conducted to ensure synergy in key regional aspects requiring attention by the Government of Tanzania (GOT) and Government of Kenya (GoK). This is extended to East Africa Commission on regional Issues related to the study. Stakeholder consultations should also include other key players such as Trademark East Africa (TMEA), EAC Secretariat, Tanzania Revenue Authority (TRA) and other development partners active in trade and regional integration in eastern Africa.

- 11.3** The consultant will provide opportunity to expand knowledge (capacity building) to the assigned staff on the task of trade and transport facilitation study to help in getting useful inputs in designing transport corridors improvement interventions.
- 11.4** The consultant shall provide competent personnel for the services. The consultant's personnel will be managed by the Project Director/ Team Leader who shall also act as the principal person of contact between the Consultant and the Employer.
- 11.5 The Consultant shall undertake consultation in two phases**
This first round of community consultations (including active listening consultations) -Results will inform preliminary study process, collecting information that will ensure that the trade and transport correspond to mobility and accessibility functions for all. This will add value to inform the conceptual stakeholders and client and help propose solutions that reduce social trade risks, while considering the needs of the vulnerable that face specific challenges on the trade.
- 11.6** A Second Round of Consultations shall be performed during draft final study stage to gather feedback from the communities to test that the proposed solution is people-centered and addresses other functions for which the communities currently use trade opportunities available within or nearby project corridor. This will intensify engagement beyond normal consultation practice to discuss the Trade development attributes with all groups previously engaged during the first round of consultations. This engagement will walk through the details of the trade development proposal and gather information that will be used to review the actual needs and prepare the detailed final report.
- 11.7** All the public consultation issues and responses will be provided in summary and table format indicating how the views and problems are captured and to which extent will be solved by the study and the project implementation. There will need to be clear documentation on the stakeholders' consultations at all levels with photographs taken with dates, minutes of the meetings, participant's names and signatures annexed to the report.
- 11.8** Among others, the Consultant shall ensure the involvement of the following Authorities/ institutions:
- a) Vice President's Office - Division of trade;
 - b) Ministry of Works;
 - c) Ministry of Water and Irrigation;
 - d) Ministry of Lands, Housing and Human Settlement Development;
 - e) Ministry of Natural Resources and Tourism;
 - f) Ministry of Community Development, Gender and Children;
 - g) Ministry of Agriculture;
 - h) Ministry of Finance,
 - i) Tanzania Ports Authority (TPA)
 - j) Tanzania Chamber of Commerce, Industry and Agriculture (TCCIA)
 - k) Ministry of health;
 - l) Prime Minister's Office – Policy, Labour, Youth, Employment and Persons with Disability;
 - m) Local Governments authorities in the project area;
 - n) Tanzania Rural and Urban Roads Authority (TARURA);

- o) Occupational Health and Safety Authority (OSHA);
- p) Tanzania Telecommunication Limited (TTCL);
- q) Tanzania Police;
- r) Tanzania and Kenya Migration offices
- s) Tanzania bureau of statistics;
- t) Tanzania National Roads Agency (TANROADS);
- u) Utility Companies (e.g., TANESCO, TTCL, Water Supply Companies etc.);
- v) Local Communities in the project area;
- w) Land owners and other project affected people;
- x) Traditional healers.
- y) Regional Authorities and
- z) Relevant NGOs and CBOs; including those representing the vulnerable groups and Regional Authorities.

11.9 Stakeholder Consultations and Public Involvement

In undertaking consultations, the Consultant will refer to People Centred Design Manual (PCDM) for more details. The Consultant shall identify and consult and document all the relevant stakeholders at national, regional and local levels, paying special attention to the participation of members of groups in a situation of vulnerability and inclusion of the needs and interests of members of vulnerable groups. This includes the Government Agencies, local NGOs, affected households and groups/communities and other interested parties in order to obtain their views regarding the project implementation arrangement to the transport facilitation on the trade development.

11.10 The consultant shall indicate who are they, where are they, why they are important in this project, which issues are critical to them and how they will effectively be contacted and involved in the Trade development studies. Consultations shall also provide inputs to inform on the Trade development, so that these cater to the community's needs. All road user groups of the communities including but not limited to pedestrians, bikers, motorcyclists, public transport users, pastoralists, farmers etc shall be consulted and their concerns taken on board. Consultant shall undertake consultative meetings in all village centres along the road project and shall provide all evidence collected.

11.11 All information, data and reports obtained from TANROADS in the execution of Consultancy services shall be properly reviewed and analyzed by the Consultant. The Consultant shall be responsible for the correctness of using such data. All such information, data and reports shall be treated as confidential.

11.12 The Consultant shall be responsible for arranging for all necessary office and living accommodation, transport, equipment, supplies, secretarial services, and such other services, necessary for the proper implementation of the services.

11.13 The Consultant shall be responsible for the preparations of the living accommodations, transport to site, Area for reviews, secretarial services, supplies and such other services required in Tanga Region to accomplish the review on time allocated on both Preliminary and draft final design reports once submitted to the client. The total of 7 people from TANROADS HQ and RMO

Engineers will participate in the review for about 10 days. The reviews of the reports will be arranged by the Client once submitted.

- 11.14** The Consultant shall be responsible for making sure that all key staff proposed in the Technical Proposal and approved by TANROADS are available at the specified time of the assignment as per the schedule provided in the contract. TANROADS will keep on investigating their presence and take contractual measures to the consultant including deduction of the relevant fees in case of absence as per schedule.
- 11.15** The Consultant shall be responsible for making sure that the assignment is done according to the requirements of the Terms of Reference and the standards. Any cost that will be incurred by the employer for review of any resubmitted report due to substandard work will be borne by the Consultant and will be deducted directly from any monies payable to the Consultant.
- 11.16** The Client approvals will be required at some stages. However, it should be noted that the approvals given by the Client at any stage is based on information provided by the Consultant and **DOES NOT** transfer to the Client or waive the Consultant from studies liabilities including accuracy, completeness and correctness of the data from site. The Client reserves the right to withdraw his approval provided earlier, at the Consultant's Costs if found that it was provided based on insufficient, inaccurate or incomplete information given by the Consultant or any reason related to the Consultant duties and responsibilities.
- 11.17** The consultant shall exercise due diligence, professional skill and care in undertaking obligations under this assignment. In the event that any design studies submission, drawings, calculations, reports or related output are rejected or require revision due to errors, omissions, inconsistencies or non-compliance attributed by the Consultant, the Consultant shall at no additional cost to the client, promptly carryout all necessary corrections, restudy, redesign and repeated reviews. Any repeated studies, design review costs, additional analysis or further documentation required by the employer as a result of such consultant repeated deficiencies shall be undertaken entirely at the consultant cost and there shall be no claims for additional time and or financial compensation.

12.0 CONSULTANT'S PERSONNEL

- 12.1** The consultant shall provide a team of experts within a field of trade to supply the technical assistance headed by the experienced team leader and will be responsible specifically for the performing scope of work as indicated in the terms of reference for the Consultancy Services for Trade and Transport Facilitation. All the consultant's personnel shall be fluent in the full use of English language and have the ability to communicate ideas freely and easily (i.e. the writing, reading and speaking) within the contract period. In addition, all the key staff described herein, shall be fully computer literate.
- 12.2** The Consultant shall provide the following key professional staff in order to fulfill the objectives of the services and for which he will receive remuneration as specified in the contract document. In order to execute his obligations, the Consultant shall provide qualified key staff and also propose any other additional or supporting staff that they may deem necessary for the assignment

and shall prepare a work program and corresponding manning schedule, showing the timing and activities and the corresponding staff input required for the execution of the services.

12.3 The period of engagement of the experts will be intermittent basis. A summary of the estimated key personnel man months is as tabulated in the table below. The professional man month staff to be provided by the Consultant is estimated at **44 staff-months** covered by the services of Team Leader/Senior Transport Planner, Transport Economist, Trade Expert, Sociologist Expert and Logistic Expert.

Key Experts	Staff Input during the Contract Period (Man- Months)
Transport Planner (Team Leader)	10
Transport Economist	10
Trade Expert	10
Logistics Expert	8
Sociologist Expert	6
Total Man- Months	44

12.4 The Consultant shall provide the CVs of the proposed Local Tanzanian key staff and copies of their highest education certificates for Client’s approval. Curricula Vitae (CVs) for the proposed key personnel shall be signed by both the CV bearer and appointed nominee of the power of attorney to the current dates then submitted as an Appendix to the Technical Proposal. The submission of the CV, work plan and methodology to discharge the obligations and responsibilities of the study under this ToR shall be done before mobilization within seven days after contract signing.

12.5 The services are anticipated to be completed within 5 months for Phase I and 5 months for Phase II from the Effective Date Contract. The duties/responsibilities and qualifications of the key staff are as indicated below:

a) Transport Planner (Team Leader)

The Team Leader shall be responsible for the proper conduct of the entire study and shall be the principal contact person between the Consultant’s team and the Client. The Team Leader shall be Registered in the Professional field with relevant Professional bodies having a Post graduate studies in Transport Planning, Economics, Civil/Highway Engineering, Transportation Engineering, Statistics or equivalent from a recognized university, with extensive knowledge in Transport Planning and Logistics and customs or cross-border trade projects.

He/ She must have at least eight (08) years of cumulative professional experience, of which 5 years in Road Planning, Experience in the similar capacity of the work and similar position in at least two (2) road projects appraisal of major highway corridors and/or logistic surveys, corridor monitoring and evaluation. Fluency in written and spoken English is mandatory.

b) Transport Economist

The Transport Economist shall conduct the economic trade and transport analysis for the entire project. He/ She shall be responsible for the conducting the economic evaluation of the trade when final project costs analysis is known from the detailed investigations within and nearby project corridor areas.

He/she shall be registered in the Professional field with relevant Professional bodies having a minimum of Bachelor degree in economics. A postgraduate qualification in transport economics, Transport Planning, Multilateral Trading System or equivalent is an added advantage.

He/ She must have at least Six (6) years of working experience in carrying out socio-economic analysis of public investment projects or broad extensive qualification experience in road transport sector, project logistic appraisal, survey techniques and evaluation of projects. He/ She must have served on similar position in at least two (2) projects of road investment studies of similar nature within the last 6 years. He/ She must have proven knowledge and experience in use of HDM-4 model. Fluency in both written and spoken English and Swahili is essential.

c) Trade Expert.

The Trade Expert shall be responsible for conducting the trade impact assessment in the project corridor and prepare mitigating plans on the ways to establish trade and remove or minimize any negative impacts on the trade barriers within and nearby the project area. Furthermore, the Trade Expert will be responsible for proposing measures to prevent trade vendors from other areas as their common practice of encroaching local business opportunities.

He/she shall be registered in the Professional field with relevant Professional bodies having a minimum of Bachelor degree in Economics, Commerce, Business Administration or Law. A postgraduate qualification in Multilateral Trading Systems, Economics, Commerce, Business Administration or Law, Possession of customs/freight training or equivalent is an added advantage.

He/ She must have at least Five (5) years of working experience with an extensive knowledge on transport, customs, and transit and trade facilitation especially in the context of transport corridors and regional cooperation within East Africa. He/ She must have served on similar position in at least two (2) projects of similar nature within the last 5 years. Fluency in both written and spoken English and Swahili is essential.

d) Logistics Expert

The Logistic Expert shall be responsible for conducting assessment on the trade logistic within the project corridor and prepare mitigating plans on the ways to establish transport and remove or minimize any negative impacts/barriers on transport within and nearby the project area. Furthermore, He/She will be responsible for proposing measures to assure transport sustainability on facilitating trade within the project corridor.

He/she shall be registered in the Professional field with relevant Professional bodies having a minimum of Bachelor degree in Economics, Business Administration/Management, Operation Research, Statistics, Mathematics, Actuarial Science, Commerce or Law. A postgraduate qualification in Economics, Business Administration/Management, Operation Research, Statistics, Mathematics, Actuarial Science, Commerce or Law, Possession of customs/freight training course or equivalent is an added advantage.

He/ She must have at least Five (5) years of working experience in an have an extensive knowledge of Transport Programing and Scheduling, Transit and Trade Facilitation especially in the context of Transport Corridors and Intermodal Regional Cooperation. He/ She must have served on similar position in at least two (2) projects of similar nature within the last 5 years. Fluency in both written and spoken English and Swahili is essential.

e) Sociologist [1No.]

The Sociologist shall be responsible for conducting the social trade assessment in the corridor of impact and prepare mitigating plans in order to minimize any negative impacts that the trade development will have on the people along project area.

The Sociologist shall be registered in the Professional field with relevant Professional bodies having a bachelor degree in social science. Post graduate qualifications in social science is an added advantage.

She/he must have at least Five (5) years working experience related to social issues. She/he must have done a SIA on at least two (2) road development projects within the last five (5) years. Proficiency in both written and spoken English and Swahili are mandatory.

f) Support Staff

In addition to the above key staff the Consultant shall provide the Supporting and Backup staff deemed necessary to assist on the successful completion of the assignment. Their CV will be submitted to the client for approval within seven (7) days from the start date of execution of the project. However, their qualifications will not be considered in the evaluation of the proposals.

g) Staff Leave

Consultant shall plan staff leave at its own expense

h) Counterpart Staff Involvement

TANROADS may assign up to 4 counterpart staff (2 Engineers and 1 Economist from Headquarters and 1 Engineer from TANROADS Tanga Region) relevant to the assignment during execution of the services to work with the Consultant in all aspects of the study as a way of knowledge transfer. The counterparts shall be involved in the field as well as the Consultant's home office. The Consultant shall allow under the reimbursable expense's provisional sums of TShs 60,000,000.00 for each phase to cover the cost of the Counterpart staffs to the assignment during field and office work, including providing the counterparts with per diem allowances, accommodation, transport and training. Consultant shall propose the detailed modalities and module in his Approach & Methodology of the training, including venue of training, duration of training and the training plan to be discussed and approved by TANROADS. The training shall focus on general knowledge of Trade and Transport facilitations studies, Economic in relation to traffic and transport analysis, traffic studies and analysis along with Civil Engineering 3D software as to get lessons and inputs in the designing transport corridor in the region and beyond.

13.0 DATA, LOCAL SERVICES AND FACILITIES TO BE PROVIDED OR ASSISTANCE BY THE CLIENT TO THE CONSULTANT

- 13.1** The Employer will make available documents and relevant data necessary for the proper and timely execution of the assignment to the consultant;
- 13.2** The Employer will provide liaison with the Government Ministries, other Government Agencies, Regional bodies i.e., East African Community and Central Corridor Transit Transport Facilitation Agency (EAC, CCTTFA) and Departments in order to introduce the Consultant to them and which TANROADS considers essential for the proper conduct and execution of this assignment. However, the Consultant shall be fully responsible for collecting data and information from these agencies by paying for any relevant expenses where applicable.
- 13.3** The Client will provide to the Consultant with available data if any relevant to the study objectives and services. It shall be the Responsibility of the Consultant however to solely determine the accurate site data for the analysis and interpretation for the recommendations in the reports.
- 13.4** The Employer will assist the Consultant to:
- i. Obtain formal consent from outside authorities or persons having rights or powers in connection with the works or the site thereof;
 - ii. Obtain ministerial orders, sanctions, licenses and permits in connection with the services including Customs and VAT Exemption;
 - iii. Register a non-Tanzanian firm and senior staff with the Relevant Registration Board. Any associated cost required will be borne by the Consultant.

14.0 PROJECT SUPERVISION AND COORDINATION

- 14.1** TANROADS will assign its staff for supervision of the assignment during execution of the services. The consultant shall prepare and submit the schedule of work plan which shows the specific schedule of undertaking activities to the supervisor for close follow-up.

14.2 The Consultant will be responsible to the Chief Executive, TANROADS and reports to the Director of Infrastructure Planning and work closely with the Directorate's staff to accomplish specific task components on daily basis. Also, any misinterpretations of this TOR should be clearly elaborated by the respective supervisor of this project.

15.0 DELIVERABLES ON THE REPORTS, KEY MILESTONES, REPORTING REQUIREMENTS AND TIME SCHEDULE

15.1 This section describes the key Deliverables that will be required from the consultant in undertaking the study. The Consultant will prepare an Inception Report, Draft Preliminary study report, Preliminary study Report, Draft final study report and Final study Report then submit them in the number of copies indicated in **section 15.6, 15.7 and 15.9 below**. The format and content of each report should be agreed upon with TANROADS. For each hardcopy report Submitted, the Executive summary will be included and an Electronic copies will be provided in the format used in the preparation of the report along with all links, Formulas and fields active data separately bound summary (5 copies), highlighting most important findings from the studies, conclusions and recommendations.

15.2 The Consultant shall prepare a comprehensive observations and analysis, and submit all reports in English and presented on A4 sized paper. All reports shall be submitted initially as draft versions, which shall be finalized to accommodate Clients' comments. Survey study data for both draft and final reports shall be submitted in a format compatible to current operating window system. The soft copy shall be put in the marked hard drive.

15.3 The Consultant shall submit the Inception report, Draft Preliminary Study and Draft Final Reports in hard and soft copies. The Client shall visit the site in the presence of two to three key staffs involved in the project study followed by presentations preferably be in Power Point after consultation with the project supervisor to the panel of TANROADS experts. Also, the Consultant team shall be available during the review assignment.

15.4 In addition, the Consultant shall submit to the Client the soft copy of the HDM - 4 workspace containing a minimum of the following files for further verification:

- i. Research analysis inputs on vehicles. dbf
- ii. Improves. dbf
- iii. Annual works. dbf
- iv. HDM-4 run data. dbf
- v. Objects data

15.5 All reports and presentation materials shall be in the required format and acceptable quality for reproduction to TANROADS Management. The copyrights (Ownership) of the reports/ documents at the end of the consultancy services shall be vested to the Chief Executive, TANROADS. The output should include:

- i. Inception Report
- ii. Draft Preliminary study Report
- iii. Preliminary study Report
- iv. Draft Final study Report
- v. Final study Report

15.6 Inception Report (Six Hardcopies and soft copies):

The report shall be submitted within or not later than One (1) month from the date of the commencement of the services or study; it should detail the Consultants understanding of what is being assessed and why, showing how each evaluation question will be answered by way of proposed methods, sources of data and data collection procedures. The inception report should further include; briefly the mobilization and establishment status of the Consultant, the specific staffing plan, the updated work plan the Consultant proposes to follow in carrying out the assignment, based on the Consultants initial findings, details of any constraints or inputs required from the employer and such remarks as are deemed appropriate, the assessment purpose and scope, criteria and questions, methodology, as well as work plan annexed with deliverables and responsibilities.

15.7 Draft Preliminary and Preliminary study Reports (Seven Hardcopies and soft copies each):

The draft preliminary study report shall be submitted within three (3) months while preliminary study report shall be submitted within Five (5) months from the effective date of commencement of the study and shall summarize all work performed, findings and recommendations of the Consultant. It shall cover also issues and its synthesis during public consultations and meetings, the results of the literature review and survey. This report should describe the situational analysis of trade and transport, trade logistics services, Customs and other trade facilitation, international connectivity and transit, trade supporting infrastructure, supply chain and sector issues, assessment of trade logistics costs (Road Freight costs), recommendations and raw data in excel and shape format. The report shall include maps, plans, photos, diagrams and tolls in accordance with the African development Bank's requirements.

15.8 Before submission of the draft and preliminary study reports, the following findings shall be submitted in hardcopy bimonthly for discussion with the client and their production cost will be borne by the consultant:

- (i) Identification of existing trade and transport barriers
- (ii) Identification and analysis of the possible improvements and mitigation measures
- (iii) Identification of the major economic hubs and trade generation points along the corridor.

15.9 Draft and Final Study Report (Ten Hardcopies and soft copies):

The final report shall be submitted in hard copies after incorporating Clients' comments on the Draft Final Study Report within 10 (Ten) months. The revised reports should be well-structured and deemed appropriate complete by the Consultant after receipt of comments. It shall describe specific supply chain opportunities for development, domestic logistics, in-depth studies and results of surveys, draw conclusions about findings based on the evidence, and propose concrete and usable recommendations derived from conclusions. In addition, present the corridor performance dashboard on the selected key performance indicators.

15.10 The models and/or calculations used in the economic trade development analysis shall also be made available in USB flash drive compatible with MS Windows software.

15.11 Record of Documents

After delivery of all Final documentation, the originals of the documents are to be deposited with TANROADS Headquarters and the TANROADS Regional Manager's Office Tanga in soft copies compatible with software used, editable and agreed with the Client at inception, such as Microsoft Word for word processing, Microsoft Excel for spreadsheet, Microsoft project for project management, AutoCAD Civil 3D etc.

16.0 DURATION OF THE SERVICES ASSIGNMENT (TIMING)

The services will commence within fourteen days after the effective date of the contract signature and are estimated to extend from the date of commencement of the services stipulated in the Special Conditions of Contract then be completed within the period of Ten (10) months. The following time frame/schedule (in months) shall be adhered to in carrying out the study. As such the various deliverables shall be submitted not later than the dates shown below:

16.1 PHASE I: PRELIMINARY STUDY

- | | | |
|---|---|----------|
| a) Signing/Effective Date of Contract | - | M |
| b) Commencement of services | - | M + 0.25 |
| c) Inception Report including registrations | - | M + 1 |

Preliminary Study report including;

- | | | |
|---|---|-------|
| d) Draft Preliminary Study Report | - | M + 3 |
| e) Comments on the draft preliminary study report by Client | - | M + 4 |
| f) Preliminary Study Report | - | M + 5 |

16.2 PHASE II: FINAL STUDY REPORT (SUBJECT TO INSTRUCTION FROM CLIENT)

- | | | |
|--|---|-------|
| a) Commencement of the Final Study (Subject to Client's Instruction) | - | M + 6 |
|--|---|-------|

Final Study report including;

- | | | |
|---|---|---------|
| b) Draft Final Study Report | - | M + 7.5 |
| c) Comments on the draft Final study report by Client | - | M + 8 |
| d) Final Study Report | - | M + 9 |
| e) Closing the assignment | - | M + 10 |

17.0 MODE OF PAYMENTS TO THE CONSULTANT.

All remuneration to the Consultant shall be subject to Tanzania Taxation Laws. For the services to be rendered the Consultant will be paid based on the percentage lump sum to the respective phase according to the schedule that will be provided in the contract and the Contract amount will remain fixed throughout the contract period.

17.1 The Consultant shall allow to include in the contract sum under the reimbursable expenses the following provisional sums necessary to cover the cost related with the project supervision.

- a) Provisional sum amounting to Tshs. 15,000,000.00 for purchase of 3 Laptop computer Brand new with highly performance for office work with updated Engineering Design Soft wares for the project supervisor(s) including one (1) UPS for protection of power interruption to the computers.
- b) Provisional Sum amounting to Tshs 60,000,000.00 for training and Capacity Building to supervising team from TANROADS HQ and RMO Engineers on the respective assignment related studies for each phase of the study period. The training shall focus on general knowledge of Trade and Transport facilitations studies, Economic in relation to traffic and transport analysis, traffic studies and analysis along with Civil Engineering 3D software as to get lessons and inputs in the designing transport corridor in the region and beyond. The Consultant and responsible supervisor will arrange on the days of trainings.

17.2 NOTE 1:

- (i) Payment of all Provisional sums shall be supported with relevant confirmation attachments and be included as reimbursable to the project cost.
- (ii) All issues related to the project which needs approval from other relevant authorities and can hinder the deliverable of the reports should be addressed within the contract duration of the project. Contrary to the above note, 30% of Final payment shall be withheld by Client until both reports are approved by the relevant authorities.
- (iii) The bidder should quote separate on each phase and the contract amount of the project should be summation of phase I and II with a clear statement that commencement of phase II is conditional i.e subject to approval from TANROADS.
- (iv) The amount of phase I should not exceed phase II by 5% of the contract amount of the projects. Contrary to the above the client will adjust accordingly on the lowest evaluated bidder during evaluations in relation to the weight of the assignment.

18.0 SUBMISSION OF REPORTS

The above report shall be submitted to:

18.1 Chief Executive

Tanzania National Roads Agency
3rd Floor, 10 Shaaban Robert Road/Garden Avenue Junction,
P.O Box 11364, **Dar es Salaam**
Telephone: +255222926001-6
Fax: +2552229211/2/3/4
Email: tanroadshq@tanroads.go.tz, website: www.tanroads.go.tz

18.2 The Country Manager,

African Development Bank (AfDB),
Tanzania Country Office,
International House (5th Floor),
Garden Avenue,
P.O. Box 6024, **Dar es Salaam**