



CARIBBEAN DEVELOPMENT BANK

TECHNICAL ASSISTANCE

**ROAD INFRASTRUCTURE REHABILITATION
ANTIGUA AND BARBUDA**

UNITED KINGDOM CARIBBEAN INFRASTRUCTURE PARTNERSHIP FUND

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Notified at the Two Hundred and Seventy-Second Meeting
of the Board of Directors on July 21, 2016

BD 89/16

JULY 2016

<i>Head, Infrastructure Partnerships Office of the Vice President (Operations)</i>	<i>- Andrew Dupigny</i>
<i>Portfolio Manager Economic Infrastructure Division</i>	<i>- William Ashby</i>
<i>Operations Officer, Engineer Economic Infrastructure Division</i>	<i>- Sharon Griffith</i>

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CARIBBEAN DEVELOPMENT BANK

TWO HUNDRED AND SEVENTY-SECOND MEETING OF THE BOARD OF DIRECTORS

TO BE HELD IN BARBADOS

JULY 21, 2016

PAPER BD 89/16

**NOTIFICATION OF APPROVAL BY THE PRESIDENT OF A GRANT –
TECHNICAL ASSISTANCE - ROAD INFRASTRUCTURE REHABILITATION –
ANTIGUA AND BARBUDA**

In accordance with the authority delegated by the Board of Directors at its Two Hundred and Seventieth Meeting (Minute 270-32), the President approved:

- (a) a grant in an amount of one hundred and eighty-five thousand, six hundred and forty-one Pounds Sterling (GBP185,641) from the Special Funds Resources of the Caribbean Development Bank (CDB), allocated from funds provided by the United Kingdom through Department for International Development to the Caribbean Development Bank under the United Kingdom Caribbean Infrastructure Partnership Fund to assist in meeting the cost of the consultancy services to conduct a Feasibility Study, prepare design specifications and design-build bid documents, for the rehabilitation of the road corridors and associated drainage works identified, on the terms and conditions referred to in the attached Paper; and
 - (b) a waiver of CDB's Guidelines for the Selection and Engagement of Consultants by Recipients of CDB Financing (2011) to permit the Government of Antigua and Barbuda to utilise the Consultant Quality Selection method over and above the permitted threshold of USD75,000.
2. It is a condition of the delegated authority that each technical assistance project approved by the President and the terms and conditions thereof be reported to the Board at its first convenient scheduled Meeting after approval of the project.
 3. The Board is therefore asked to note the approval by the President of the abovementioned project and the Terms and Conditions thereof.

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TECHNICAL ASSISTANCE
ROAD INFRASTRUCTURE REHABILITATION – ANTIGUA AND BARBUDA

1. APPLICATION

1.01 By a letter dated March 7, 2016, the Government of Antigua and Barbuda (GOAB) applied to the Caribbean Development Bank (CDB) for technical assistance (TA) for consultancy services to prepare a capital project for the rehabilitation of 8 road corridors under the United Kingdom Caribbean Infrastructure Partnership Fund (UKCIF).

1.02 The beneficiary of the TA will be GOAB and the implementing agency will be the Ministry of Works and Housing (MWH).

1.03 The total cost of the TA is estimated at two hundred and ninety-one thousand, eight hundred and eighty-two Pounds Sterling (GBP291,882). CDB's contribution will be a TA grant not exceeding one hundred and eighty-five thousand, six hundred and forty-one Pounds Sterling (GBP185,641) from CDB's Special Fund Resources (SFR) allocated from funds provided by the UK through the Department for International Development to CDB under UKCIF. Counterpart funding, equivalent to one hundred and six thousand, two hundred and forty-one Pounds Sterling (GBP106,241) will be provided by GOAB.

2. BACKGROUND

2.01 Under UKCIF, Antigua and Barbuda was provided with an allocation of GBP13.9 million (mn). In keeping with the requirements of UKCIF all funding will need to be expended no later than December 31, 2016, the date when Antigua and Barbuda become ineligible to receive Official Development Assistance (ODA). This disbursement time-table necessitates the immediate completion of a Feasibility Study which would inform the viability of the project proposal, prior to the completion of an Appraisal of the proposed works.

2.02 The road network in Antigua and Barbuda is well established and consists of approximately 1,253 kilometres (km) of road, of which 436 km are unpaved and 817 km are paved. MWH is responsible for the planning, construction and maintenance of public roads. Within the past decade GOAB has spent XCD61 mn and XCD875 mn on road maintenance and capital works respectively. The present registered vehicular population is 30,000.

2.03 Antigua and Barbuda is already experiencing some of the effects of climate variability and change as demonstrated through infrastructure damage from severe weather systems, as well as more gradual changes in temperature and rainfall patterns. Detailed climate projections for the islands of Antigua and Barbuda include: an increase in average atmospheric temperature; reduced average annual rainfall; increased sea surface temperatures; and the potential for an increase in the intensity of tropical storms. These projected changes are likely to have wide ranging impacts on the country's roads, including: damage due to flooding, the absence of adequate drainage; overloading of the existing drainage systems; and damage to street furniture. Insufficient attention to these potential impacts will result in the roads failing to generate the benefits for which they were intended.

2.04 Other critical challenges facing the road sub-sector in Antigua and Barbuda include: (a) the capacity of the existing network to accommodate increasing traffic flows; (b) the increasing maintenance burden on MWH, due to the aging road and inadequate drainage infrastructure and the level of damage sustained as a result of inadequate drainage; and (c) inadequate supporting standards, guidelines and systems to manage and implement road maintenance, rehabilitation and construction activities effectively.

2.05 GOAB has requested financing to address the priority areas for the rehabilitation of 49.2 miles of road infrastructure in Antigua, including resurfacing and drainage improvement works for roads identified.

3. **PROPOSAL**

3.01 It is proposed that CDB provide a TA Grant, in an amount not exceeding GBP185, 641 from its UKCIF, to assist GOAB in meeting the cost of the consultancy services to conduct a feasibility study, preparation of design specifications and design-build bid documents, for the rehabilitation of the road corridors and associated drainage works identified.

3.02 The Terms of Reference (TOR) for the consultancy services is presented at Appendix 1. The output of the consultancy will: inform the viability of the proposed project and complete necessary design-build bid documents. The Study will inform the design and appraisal of the proposed capital project to rehabilitate the road corridors and associated drainage works under consideration.

3.03 The proposed TA project is consistent with:

- (a) CDB's Strategic Objective of promoting broad-based economic growth and inclusive social development within its Borrowing Member Countries;
- (b) CDB's Corporate Priority of strengthening and modernising social and economic infrastructure;
- (c) CDB's Gender Equality Policy and Operational Strategy; and
- (d) CDB's Climate Resilient Strategy.

3.04 Based on the project's Performance Rating System at Appendix 2, the Project has been assessed as highly satisfactory.

4. **OUTCOME**

4.01 The outcome of the TA is enhanced capacity of GOAB to make evidence-based decisions on investments related to improving road infrastructure with the following outputs: (a) an assessment of the feasibility of the proposed project, with regard to technical, environmental, social, gender and economic considerations; and (b) completion of design-build bid documents of the proposed design-build capital works. A Design and Monitoring Framework for the Project is presented at Appendix 3.

JUSTIFICATION

5.01 The road network in Antigua and Barbuda plays a fundamental role in the promotion of inclusive growth and sustainable development in the twin island state. It is the only means within the transportation sector of connecting all social services and economic activity throughout the island. The condition and capacity of the road network therefore, has a major impact on national productivity and efficiency. The project will also have important gender-related impacts due to reduced transaction costs that occur to women and men when accessing employment, education, health services and transportation. Due to the nature of the works, high possibility of negative social and environmental impacts, such as traffic disruptions and the generation of dust and noise based on location, traffic volume, and trip purpose associated with each road, the roads were divided into the following Work Packages:

Package ‘A’ Roads - Friars Hill Road, Anchorage Road, Sir Sydney Walling Highway (Airport Road): These arteries serve as the critical connecting corridors between the capital St. Johns, the prime tourism areas and V.C. Bird International Airport. MWH estimates that these corridors are the second most heavily trafficked roads outside the road network of the capital St. Johns. Under a preliminary assessment of their surface conditions, there is a medium to high level of surface roughness and evidence of sub-base failure, possibly resulting from poor drainage. When coupled with high traffic volumes at peak hours the result is a significantly reduced level of service for commuters and increased journey times which translate to economic losses, due to congestion. This is deemed as the most critical package.

Package ‘B’ Roads - Sir George Walter Road (Factory Road), Herbert Road and Old Parham Road. These roads are heavily trafficked and intersect with the proposed roads under Package A and are primary circulatory roads within the densely populated residential and commercial areas of Lower and Upper Gambles, Scotts Hill, Cassada Gardens and St. Johnston Village. Preliminary visual road condition assessment reveal similar levels of roughness and failure as those exhibited in Package A, with the same resulting reduced level of service for commuters.

Package ‘C’ Roads - Valley Road and Old Road to English Harbour. These roads are located to the south west of the island of Antigua and serve to connect the capital St. Johns to what is deemed the ‘bread basket’ of Antigua and Barbuda. These roads are located within the mountainous region of the island which receives the highest level of precipitation and boast of the most fertile lands. For this reason these roads are highly susceptible to flooding due to the absence of adequate drainage. Due to the high levels of farming activity within this south-western region, these roads are heavily trafficked by vehicles with high axle loads. The primary use of these roads by such vehicles, coupled with the high levels of precipitation and inadequate drainage, have evidently resulted in higher levels of fatigue cracking, rutting and potholes than the roads identified under Packages A and B.

5.02 With the foreseeable threats of climate variability and change to road infrastructure, it is necessary to ensure that critical infrastructure, such as roads and drainage, are made more resilient through more resilient designs and construction practices. Repeated economic losses, due to reoccurring episodes of flooding and resulting road failures, can be deemed as unsustainable.

5.03 Road and drainage maintenance for the road corridors under the three packages have been inadequate. MWH has assessed the road corridors as requiring urgent rehabilitation due to deterioration and their critical nature to the island’s mobility and economic sustainability.

5.04 Through the completion of the feasibility study more gender-sensitive climate resilient road rehabilitative options will be derived to meet international standards for the provision of safe, robust and climate resilient infrastructure. The road rehabilitative options will take into account cost-benefit analyses, loading, environmental, social and projected climate change impacts. The designs will also focus on options which require minimum maintenance, thereby reducing the maintenance burden on MWH during operations.

5.05 The Project is assessed based on CDB's Gender Marker, having the limited potential to contribute significantly to gender equality, scoring 2.75 out of 4.00 points. The Gender Marker is summarised in Table 5.1 (see Appendix 4 for the Gender Marker Analysis). A Gender Analysis as part of the Environmental and Social Impact Assessment shall clarify potential significant social impacts and the associated mitigation measures required for successful implementation of the proposed project. The participatory analysis shall inform the development and implementation of gender-sensitive public education communication strategies for providing information on project activities and progress to stakeholders and for receiving timely feedback (during preparation/design, implementation and post-implementation).

TABLE 5.1: GENDER MARKER SUMMARY

Gender Marker	Analysis	Design	Implementation	M&E*	Score	Code
	0.25	1.0	0.5	1.0	2.75	MM¹

*M&E – Monitoring and Evaluation

6. RISK ASSESSMENT AND MITIGATION

6.01 Some risks have been identified which could have an effect on the implementation of the Project. The risks of the proposed project are presented in Table 6.1 below.

¹ **Marginally Mainstreamed:** the project has limited potential to contribute to gender equality.

TABLE 6.1: RISK AND MITIGATION

Risks	Mitigation
1. Data not available nor submitted in a timely manner.	CDB staff will liaise with MWH personnel and other key stakeholders and country visits will facilitate access to qualitative data to augment quantitative data gaps. Also ensure that MPWP collects and stores, in a location accessible to the respective Consultants, all existing, maps, reports, drawings, studies and any other relevant documentation required for the assignment.
2. Based on the noted delay to the evaluation of the REOIs received by GOAB (April 11, 2016) there is the possibility that the Project Coordinator may not be engaged in a timely manner	CDB staff to provide additional support throughout the engagement process

7. EXECUTION

7.01 The Project will be implemented by MWH. It will be a condition precedent to first disbursement of the Grant that a Project Coordinator (PC), whose qualifications and experience are acceptable to CDB, is engaged by MWH. CDB is satisfied that MWH has the capacity to implement the project successfully. The PC will have the day-to-day responsibility for project coordination, arranging contacts with all Government agencies and other personnel for project-related discussions, and supervision of the consultants. Additional counterpart staff will be assigned by MWH as required, during the implementation of the Project. MWH will also collect and store, in a location accessible to the consultant, all existing maps, reports, drawings, studies, and any other relevant documentation required for the assignment.

7.02 CDB will be kept informed of project progress by reports submitted by the consultant, through the PC, in accordance with the TORs set out at Appendices 1 and 5, respectively. The Project has an estimated duration of three calendar months. It is expected that the first disbursement from the Grant will be made by May 31, 2016, with the Grant be fully disbursed by August 31, 2016.

8. COST AND FINANCING

8.01 The total cost of the Project is estimated to be GBP291,882 and is detailed in the Budget at Appendix 6. The summarised Financing Plan is set out Table 8.1 below.

**TABLE 8.1: SUMMARISED FINANCING PLAN
(GBP)**

Item	CDB SFR- UKCIF	GOAB	Total
1. Traffic Data Collection and Road Condition Survey	170,924	101,363	272,287
2. Feasibility Study			
3. Project Management			
4. Administrative Cost			
5. Contingency	14,717	4,878	19,595
Total	185,641	106,241	291,882
Percentage (%)	64	36	100

8.02 CDB will fund the professional fees, per diem, and travel, which account for 64% of the cost or GBP185,641. The cost of the assignments is reflective of current rates for similar services. GOAB will meet the remaining 36% of the cost or GBP106,241, which consist of surveys and data collection, local project management, office accommodation, local transportation, and miscellaneous expenses.

8.03 CDB's contribution, the equivalent of GBP185,641, is eligible for financing from CDB's SFR/UKCIF. Funds are available from existing resources.

9. PROCUREMENT

9.01 The procurement of the consulting services financed from the proceeds of the CDB Grant will be in accordance with CDB's "the Guidelines for the Selection and Engagement of Consultants (2011)."

9.02 It is recommended that the President approve a waiver of CDB's above-mentioned Guidelines for the Selection and Engagement of Consultants, to permit GOAB to utilize the Consultant Quality Selection (CQS) selection method over and above the permitted threshold of USD75,000, for this method of procurement, to ensure that both the procurement and Project are completed in a timely manner, before the December 31, 2016, the deadline for Antigua and Barbuda's graduation from ODA Funds. . The Procurement Plan is set out in Appendix 7 to this Paper. Any revisions to this Plan shall require CDB's prior approval.

9.03 Selection based on Consultants' Qualifications (CQS). As stated in 'Guidelines for the Engagement and Selection of Consultants (2011) sub-section 3.7, this method of selection may be used for small assignments for which the need for issuing a Request for Proposal, and preparing and evaluating competitive proposal is not justified. In such cases, the Recipient shall prepare the TOR and obtain expressions of interest that include information on their experience and qualifications, through a Request for Expressions of Interest or by invitation as may be needed, from as many firms as possible, and at least three qualified, firms with relevant experience. This method of selection with the support of the requested waiver to the permitted threshold, is deemed as the most applicable method of selection due to the noted time constraint for the selection and engagement of the consultants.

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy

10. LOANS COMMITTEE RECOMMENDATION

10.01 Loans Committee considered this proposal on April 25, 2016 and agreed to recommend it for the approval of the President.

11. RECOMMENDATION

11.01 It is recommended that the President approve a grant to GOAB of an amount not exceeding one hundred and eighty-five thousand, six hundred and forty-one Pounds Sterling (GBP185,641) from CDB's SFR/UKCIF, to finance the Project, on CDB's standard terms and conditions, and on the following terms and conditions:

(1) Disbursement

- (a) Except as CDB may otherwise agree, and subject to paragraph (b) below, disbursement of the Grant shall be made on receipt of a:
 - (i) request in writing from GOAB for the funds;
 - (ii) signed copy of the contract between GOAB and the Consultants for which the payment is being made; and
 - (iii) an account and documentation satisfactory to CDB of the expenditures incurred by GOAB with respect to the Project.
- (b) Provided, however, that CDB shall not be under any obligation to make:
 - (i) any payment, until CDB has been provided with evidence acceptable to CDB that the condition precedent to first disbursement of the Grant set out in paragraph (3) below shall have been satisfied;
 - (ii) any further payment under this sub-paragraph until CDB shall have received the requisite number of copies of the reports or other deliverables, in form and substance acceptable to CDB, to be furnished by the Consultants in accordance with the TOR; and
 - (iii) payments exceeding one hundred and sixty-seven thousand and seventy-seven Pounds Sterling (GBP167,077), representing ninety percent (90%) of the amount of the Grant, until CDB shall have received:
 - (aa) the requisite number of copies of the final report or other deliverables, in form and substance acceptable to CDB, to be furnished by the Consultants to CDB in accordance with the TORs; and
 - (bb) a certified statement of the expenditures incurred by GOAB in respect of, and in connection with, the Project.

- (c) The first disbursement of the Grant shall be made by May 31, 2016 and the Grant shall be fully disbursed by August 31, 2016, or such later date as CDB may from time to time specify in writing.

(2) **Procurement**

- (a) Except as provided in sub-paragraph (b) below, procurement shall be in accordance with the procedures set out and/or referred to in the Agreement between CDB and GOAB providing for the Grant, or such other procedures as CDB may from time to time specify in writing. The Procurement Plan approved by CDB is set out at Appendix 7. Any revisions to the Procurement Plan shall require CDB's prior approval in writing.
- (b) GOAB shall be permitted to engage in CQS over and above the threshold of USD75,000.

(3) **Condition Precedent to First Disbursement of the Grant:**

PC referred to in sub-paragraph 4(b)(i) shall have been engaged.

(4) **Other Conditions**

- (a) Except as CDB may otherwise agree, GOAB shall implement the Project through MWH.
- (b) GOAB shall:
 - (i) in accordance with the procurement procedures applicable to the Grant, select and engage a competent and experienced consultant, as PC, who shall be responsible for the day-to-day coordination and management of the Project, with the duties and responsibilities set out in Appendix 5;
 - (ii) in accordance with the procurement procedures applicable to the Grant, select and engage a competent and experienced consultants to carry out the services outlined in the TOR at Appendix 1;
 - (iii) assign to the Project the additional counterpart staff required during implementation;
 - (iv) collect and store, in a location accessible to the respective Consultants, all existing, maps, reports, drawings, studies and any other relevant documentation required for the consultancy, including data created as a result of the Project;
 - (v) ensure that the contract with the Consultant provides for the acknowledgement of, and that each deliverable produced by the Consultant under the Project contains, a visibility statement acknowledging that the technical assistance has been provided by the UKaid and the UKaid logo must be utilised;
 - (vi) facilitate and permit, during implementation of the Project, and up to the year 2025, any authorised representative of CDB or DFID conducting investigations of credible suspicion of or actual fraud, corruption or any other financial irregularity, impropriety or wrong doing and if necessary request an appropriate refund in accordance with sub-paragraph 4(e) below; and

- (vii) permit CDB, or any person appointed thereby, to audit the expenditures financed by the Grant, and to provide CDB, or the appointed person with all reasonably required assistance, documents and information.
- (c) Except as CDB may otherwise agree, GOAB shall:
 - (i) meet or cause to be met:
 - (aa) the cost of the items designated for financing by GOAB in the budget for the Grant set out in Appendix 6 (the Budget);
 - (bb) any amount by which the cost of the Project exceeds the amount set out in the Budget with respect thereto; and
 - (cc) the cost of any other items needed for the purpose of, or in connection with, the Project; and
 - (ii) provide or cause to be provided, all other inputs required for the punctual and efficient carrying out of the Project not being financed by CDB.
- (e) CDB shall be entitled to suspend, cancel or require a refund of the Grant, or any part thereof, if UKCIF or any part thereof is suspended, cancelled or required to be refunded, except that GOAB shall not be required to refund any amount of the Grant already expended in connection with the Project and not recoverable by GOAB, unless that amount already expended was misappropriated due to a proven fraudulent, unethical or other activity of wrong doing.

12. APPROVAL

Signed: W^m. Warren Smith
President
Caribbean Development Bank

May 9, 2016
Date

SUPPORTING DOCUMENTATION

- Appendix 1: - Draft Terms of Reference – Feasibility Study - Road Rehabilitation Works
- Appendix 2: - Performance Rating System
- Appendix 3: - Design and Monitoring Framework
- Appendix 4: - Gender Marker Analysis
- Appendix 5: - Draft Terms of Reference - Project Coordinator
- Appendix 6: - Details of Budget
- Appendix 7: - Procurement Plan

DRAFT TERMS OF REFERENCE

FEASIBILITY STUDY - ROAD INFRASTRUCTURE IMPROVEMENT PROJECT

1. BACKGROUND

1.01 The Government of Antigua and Barbuda (GOAB) has applied for a grant totalling GBP13.9 million under the United Kingdom Caribbean Infrastructure Partnership Fund toward the cost of the proposed Road Infrastructure Rehabilitation Project which will include the rehabilitation of 8 road corridors spread across urban and sub-urban areas: Friars Hill Road, Anchorage Road, Sir Sydney Walling Highway (Airport Road), Sir George Walter Road (Factory Road), Herbert Road, Old Parham Road, Valley Road and Old Road to English Harbour.

1.02 Antigua and Barbuda is already experiencing some of the effects of climate variability and change through damage from severe weather systems and other extreme events, as well as more gradual changes in temperature and rainfall patterns. Detailed climate projections for the islands include: an increase in average atmospheric temperature; reduced average annual rainfall; increased sea surface temperatures; and the potential for an increase in the intensity of tropical storms. These projected changes are likely to have wide ranging impacts on the country's roads including damage due to flooding; increased scouring of roads; erosion of road base; overloading of drainage systems; and damage to signs lighting fixtures and support. Insufficient attention to these potential impacts will result in the roads failing to generate the benefits for which they were intended. The Consultant is required to complete the requisite feasibility study to inform the appropriate methods of rehabilitation and maintenance for the 8 proposed road corridors for the project.

2. OBJECTIVE(S)

2.01 The objectives of the project are: (a) an assessment of the feasibility of the proposed project, with regard to technical, environmental, social, gender and economic considerations; and (b) preparation of bid documents for design-build works for the rehabilitation of the defined eight corridors.

3. SCOPE OF SERVICES

3.01 The consultancy services to be undertaken include for the following:

Feasibility Study

- (a) Complete requisite pavement evaluations with recommendations for the appropriate method of maintenance and or rehabilitation.
- (b) Analyse road rehabilitation and maintenance options using the HDM IV model, to identify the relevant economic costs and benefits, and determine the Net Present Value (NPV) for the alternatives.
- (c) Undertake an Environmental and Social Impact Assessment of the roads to be rehabilitated and the immediate environs of the roads, based on recommended road rehabilitation options. This will lead to the identification of positive and negative social and environmental impacts associated with the project. It will also include the preparation of an Environmental and Social Management Plan (ESMP) for mitigating any negative social and environmental impacts.

- (d) Undertake a rapid Climate Vulnerability Assessment of the roads to be rehabilitated and the immediate environs of the roads.
- (e) Develop Sustainable Road Construction Best Practices Guidelines for Antigua and Barbuda, including universal design access to accommodate persons with disabilities such as ramps and supporting rail infrastructure.
- (f) Complete conceptual designs and cost estimates for the preparation of Design-Build Bid Documents.

4. TASKS

Feasibility Study

Task 1: Assessment of Existing Conditions of Corridors

4.01 The Consultant(s) shall be responsible for collecting, reviewing and analysing all relevant data available, including, inter alia, design and maintenance data for the existing infrastructure; previous studies; meteorological, hydrological and hydraulic information; potential climate change impacts; topographical data; existing and proposed land use; and any other information relevant for the assignment.

- (a) review road inventory, detailed condition surveys, traffic survey data to be provided by the GOAB;
- (b) forecasts traffic data sets to the year 2036, taking into consideration, *inter alia*, average daily traffic, land use plans, average annual traffic growth (include basis for growth rate assumed) and congestion parameters;
- (c) perform assessments including all bridges, sidewalks, culverts and drainage elements. A listing of all encroachments or obstacles within the right-of-way and their location must be prepared;
- (d) conducting sufficiently extensive field surveys and investigations to suitably inform the design process, in particular:
 - (i) soil and geotechnical surveys;
 - (ii) bridge condition assessment surveys;
 - (iii) slope condition assessment surveys;
 - (iv) topographical surveys;
 - (v) hydraulic surveys; and

Task 2: Assessment of Options for Rehabilitation and Maintenance of Road Corridors

4.02 Based on the aforementioned assessments and recommendations, develop road options for rehabilitating the defined corridors. The following assessments of the options are to be completed:

- (a) prepare preliminary costs estimates for the proposed rehabilitation and maintenance options; and
- (b) analysing road construction, improvement and maintenance options using the HDM IV model, to identify the relevant economic costs and benefits, and determine the NPV for the alternatives. An analysis period of 20 years and a discount rate of 12% is recommended. In evaluating the options, the Consultant will be required to carry out the following services:
 - (i) developing a complete input data set for performing HDM quantitative analyses of the road improvement and maintenance options;
 - (ii) selecting a set of possible maintenance and rehabilitation policies and define the strategies to be employed;
 - (iii) providing detailed calculations of any exogenous costs/benefits for input into the model;
 - (iv) calibrating HDM IV model for Antigua and Barbuda's conditions;
 - (v) updating the technical and economic parameters and run the HDM IV Model, as well as, calculate economic rates of return and NPV for the proposed options; and
 - (vi) to ensure that a more effective maintenance plan is employed, a maintenance management plan should be developed for the medium to long term with a cost assessment.

Task 3: Environmental and Social Impacts

5. ENVIRONMENTAL IMPACTS

5.01 The consultants will identify the priority environmental impacts and mitigation measures during construction. The main emphasis will be on construction related impacts – source materials; air, noise and dust pollution; silt run-off problems; waste generation and spoil disposal; pollution of surface water; drainage; traffic management and disruptions. The consultants should also identify possible impacts of the design during the operational phases: flooding alleviation or aggravation, pedestrian access, lighting, traffic flow, noise, dust and exhaust impact on air quality for residents.

6. SOCIAL AND GENDER IMPACTS

A social and gender impact assessment will investigate risks related to the execution of the project and possible mitigating measures. It will be conducted in a highly participatory, gender-inclusive manner engaging the communities, in particular representatives of women and men. The consultants will:

- (a) Provide national socio-economic data to include *inter alia*, population, demographic, socio-cultural, main economic activities, and labour force activities, disaggregated by sex.
- (b) Conduct a robust gender-sensitive analysis of potential significant social impacts and the associated mitigation measures required for successful implementation of the proposed project at various phases (preparation/design, during implementation and post-implementation). The analysis must specify baseline social conditions as they relate to the proposed communities/locations of major works, as well as relevant policies, legislation and regulations which have implications for successful implementation of the proposed works. The analysis must assess dimensions, some of which may be overlapping such as universal design standards of access for persons with disabilities, and safety needs of motorists and pedestrians with age considerations for children, elderly etc.
- (c) Review secondary data including reports, studies, Country Gender Assessment, Poverty Assessments, and relevant policy and legal documents including census reports, labour force surveys, and episodic hazard reports. Subnational secondary data will include population by sex and name of community, population density by community, school population by sex and name of school, livelihood opportunities by sex and critical economic linkages in project areas.
- (d) Collect primary data through participatory consultations with all categories of stakeholders in order to introduce the project, facilitate feedback, and gauge perception of the project in order to gain and/or strengthen buy-in. Interviews, focus groups and other appropriate differential participatory methodologies may be employed for state and non-state stakeholders directly impacted by the works such as Community-Based Organisations, Non-Governmental Organisations, vulnerable groups, school personnel, private sector entities and relevant public agencies. Where applicable focus groups may be convened for males, females and persons with disabilities respectively.
- (e) Conduct site visit exercises to verify, update and fill gaps using community maps, transect walks, snowballing, as well as photographic documentation, and other appropriate participatory approaches.
- (f) Enhance public participation by identifying appropriate gender-sensitive public education communication strategies for providing information on project activities and progress to stakeholders and for receiving timely feedback (pre-project, during implementation and post-implementation).
- (g) Assess the different transport patterns and modes of transportation used by women and men due to their different reproductive and productive tasks in the household and the economy. Identify current public transportation services covering the area, the impacts of

the design of the project infrastructure on the public transportation network, and the potential needs of the population – disaggregated by sex and vulnerable groups like the elderly, disabled and children – with respect to transport services during works and after works are completed. Take into account in particular the differing needs of women and men with regards to public transportation;

- (h) Assess the need and placement of bus stations from the perspective of different population groups – women, men, the elderly, children, and persons with disabilities;
- (i) Identify any activity related to transactional and commercial sex in the project area and the possible effect of the rehabilitation work;
- (j) Assess public illumination needs and the potential for preventing crime, including gender-based violence and sexual assault. Identify hot spots together with the police and the communities engaging women and men as they have different perspectives and advice on the placement of street lights;
- (k) Explore how economic opportunities generated by rehabilitation works can benefit socially-excluded groups including youth and women. Analyse the local labour force and the potential of engaging communities during project implementation and maintenance. Give recommendations on training needs and legal requirements from a procurement perspective.
- (l) Identify measures and strategies to prevent or reduce significant negative impacts to acceptable levels, measures to enhance gender equality in the project area: and recommend monitoring indicators, disaggregated by sex. The mitigation measures, in addition to equipment and resources required to implement the measures identified, should be costed.
- (m) Prepare a detailed monitoring and evaluation plan for monitoring the implementation and evaluating the mitigating measures. Identify gender-responsive outputs and outcomes of the project activities to facilitate gender-responsive results monitoring and evaluation.
- (n) Convene a stakeholders’ validation workshop to discuss the findings of the consultancy and to seek consensus and clarification on issues from participants for incorporation in the draft final and final reports.

Task 4: Rapid Climate Vulnerability Assessment

6.01 The consultant will conduct a desktop assessment of anticipated climate variability and change impacts on the project. The assessment should focus primarily on the following:

- (a) Identification of key climate/natural hazard variables, *inter-alia*:
 - (i) flooding;
 - (ii) storms and hurricanes, including storm surge;
 - (iii) sea-level rise; and

- (iv) intense rainfall.
- (b) Examination of the most recent climate change projections and local historical climate data for Antigua and Barbuda; This should include an examination of Antigua and Barbuda's Third National Report to the United Nations Framework Convention on Climate Change and related data.
- (c) Identification of priority locations with high climate and natural hazard vulnerability; assessment of the likely impacts from the climate/natural hazards identified in: the context of the climate scenarios analysed; and discussion of the underlying causes of vulnerability. This evaluation of projected impacts should propose practicable solutions for each of the major issues identified and recommendations for adaptation solutions to address them. The assessment of adaptation solutions should include cost-benefit analysis and/or multi-criteria analysis of the different options.
- (d) A review of the sustainability and capacity of current engineering designs, standards and guidelines to withstand climate changes should also be undertaken and recommendations made for integrating climate resilience measures.
- (e) Make recommendations for hard and soft measures that need to be included into design and operation of the project to ensure its proper functioning throughout its lifetime taking into account pervasive and extreme climate/natural hazards impacts.
- (f) Cost Estimation of the adaptation measures proposed.

6.02 In arriving at the recommendations, the Consultant should have dialogue with key stakeholders including, but not limited to, the Ministry of Works, the Ministry of Environment; and the Disaster Office; and the Ministry of Social Transformation. Verification site visits, along the proposed road corridors; and field consultation with local community groups on existing vulnerabilities and coping strategies should also be conducted.

Task 5: Environmental and Social Management Plan

6.03 Prepare a draft ESMP that would include recommended mitigation measures to be adapted during implementation, operational phases and post-implementation of the proposed capital project, and in the long term. It should specifically address, but not necessarily be limited to, the following: gender-sensitive public education communication strategies; traffic management; management of construction materials (transportation, storage and waste disposal); drain construction monitoring; mitigation of dust and noise nuisance; and community relations; ensuring that the project does not exacerbate the vulnerability of local communities to social, gender and climate impacts, including projected climate change. The consultant are also required to highlight any "corridor specific" measures required. The contractor shall be required to finalise the ESMP and accordingly, the Draft ESMP shall be included in bidding documents and provisions made in the Bills of Quantities for inclusion of related costs in tender submissions.

Task 6: Stakeholder's Workshop

6.04 The Consultant shall facilitate stakeholders' workshops to present proposals.

Task 7: Conceptual Designs and Design-Build Bid Documents

6.05 Contingent upon GOAB and the Caribbean Development Bank's (CDB) prior review and approval of the proposed preferred options, develop design-build bid documents inclusive of:

- (a) preparing conceptual designs and specifications as necessary for all civil and structural works. The detailed specifications will be produced in accordance with accepted international standards; and in particular the Caribbean Unified Building Code;
- (b) consideration should be made for the provision of safety features to mitigate against pedestrian-vehicular interaction and cater to the needs of vulnerable road users;
- (c) consideration should be made for the provision of future utility upgrades, such as the installation of conduits and sleeves within the defined corridors to mitigate against trench excavation post road rehabilitation.
- (d) preparing bills of quantities and cost estimates for the proposed works, based on the conceptual designs and specifications above. Current costs for similar works in Antigua and Barbuda will be used as a basis for all unit rates and detailed costings; and
- (e) preparing standard design-build bidding documents for the contract to allow GOAB to solicit bids from prequalified international, regional and local contractors or joint ventures of local/regional/international contractors. In this regard, the Consultant(s) are referred to Bidding Document for Two Stage Procedure – Procurement of Works, Design-Build (October 2015). The bid documentation will contain the following:
 - (i) Instructions to Bidders;
 - (ii) General and Special Conditions of Contract with particular reference to FIDIC clause on HIV/AIDS and gender-based violence awareness trainings.
 - (iii) General and Special Conditions of Contract;
 - (iv) Bid Conceptual Drawings;
 - (v) Technical Specifications (general and specifications peculiar to local conditions);
 - (vi) Bills of Quantities;
 - (vii) Form of Contract; and
 - (viii) Forms of Securities.
- (f) developing procurement arrangements to ensure:

- (i) adherence to CDB procurement guidelines; and
- (ii) compliance with local laws and standards.

Task 8: Report Preparation

6.06 Prepare the following reports:

- (a) **Road Condition and Economic Costs Benefit Assessment Report.** Report should identify conditions of road corridors identified with recommendations for maintenance and or rehabilitations options with preliminary costs estimates. Economic costs and benefits, and the NPV for the alternatives, through HDM quantitative analyses.
- (b) **Environmental and Social Impact Assessment Report.** The report should be provided in digital format and will be concise and focus on significant environmental and social issues. It will contain the findings, conclusions and recommended actions supported by summaries of the data collected and citations for any references used in interpreting primary and secondary data. The Report will be organised according to, but not necessarily limited by, the following outline:
 - (i) executive summary;
 - (ii) description of problem;
 - (iii) brief description of the affected environment (physical, biological and socio-cultural);
 - (iv) environmental, social and gender impacts;
 - (v) mitigation measures;
 - (vi) environmental and social management plan;
 - (vii) applicable environmental and social laws and regulations; and
 - (viii) participatory public consultations.
- (c) **Climate Vulnerability Assessment.** Results of impact assessment, vulnerability assessment, and adaptation strategy with prioritized options, implementation arrangements and budget.
- (d) **Sustainable Road Construction Best Practices Guidelines.**
- (e) Conceptual Designs, cost estimates and Design-Build Bid Documents.

7. REPORTING REQUIREMENTS AND DELIVERABLES – FEASIBILITY STUDY

7.01 The Consultant will present two copies to CDB. Electronic submissions of all reports should also be made in “pdf” format. These reports are as follows:

7.02 **Inception Report:** Inception Report will be presented 14 days after the signing of the contract, and it will include:

- (a) initial findings including any comments on these Terms of Reference (TOR);
- (b) consultants’ detailed work schedule and methodology;
- (c) a programme for the use of resources including personnel, equipment, materials, etc.; and
- (d) a proposed outline for the final report;

7.03 **Draft Feasibility Report on Options for Maintenance and or Rehabilitation of Road Corridors:** Draft Report on Options for Maintenance and or Rehabilitation of the Road Corridors will be presented no later four weeks on the acceptance of the Inception Report. The Report will:

- (a) present the results of the surveys and road condition assessments conducted;
- (b) present and analyse the HDM alternatives including all discounted and undiscounted costs and benefits;
- (c) identify climate vulnerability, environmental, social and gender issues and cost mitigation measures;
- (d) estimate life cycle cost of HDM alternatives;
- (e) provide a clear recommendation for a programme of works supported by quantitative analysis using the recommended HDM Model;
- (f) present conceptual designs and construction cost estimates.
- (g) ESIA Report;
- (h) CVA Report; and
- (i) Sustainable Road Construction Best Practices Guidelines.

7.04 **Final Report on Options for Maintenance and or Rehabilitation of Road Corridors:** Within one week of receipt of comments from CDB on the Draft Feasibility Report, the Consultant shall present the Final Feasibility Report on Options for Maintenance and or Rehabilitation of Road Corridors, and shall include the conceptual designs, cost estimates and design-build bid documents.

7.05 **Phase II – Construction Supervision and Contract Administration:** On the successful completion of Phase I of the scope of works and in keeping with CDB Guidelines for the Selection and Engagement of Consultants (October 2011) paragraph 3.10, the Consultant may be requested to extend their scope of services to Phase II – Construction Supervision and Contract Administration. Should this extension be requested of the consultant the requisite scope of services will be issued. The Consultant's capacity and capabilities to execute the construction supervision and contract administration should be demonstrated in this submission.

8. QUALIFICATIONS AND EXPERIENCE

Key Expert 1: Road Engineer (Team Leader):

- (a) Education: MSc. in Road Engineering (or equivalent)
- (b) Experience: At least ten (10) years' of experience in Road Engineering with knowledge of road maintenance, transport economics with a focus on HDM and rehabilitation with at least five (5) years' experience within the Region. The candidate must have performed this function on at least two (2) similar projects within the past five (5) years.

Key Expert 2: Environmental /Climate Change Specialist

8.01 The Environmental/Climate Change Specialist must have at least a Master's Degree in Environmental Sciences, Environmental Engineering Environmental Management or related discipline At least 10 years' experience including conducting Environmental Impact Assessments, climate impact assessments and the development of Environmental Management Plans.

Key Expert 3: Social Development Specialist

8.02 The Social Development Specialist must have at least a Master's Degree and a minimum of 10 years relevant experience in community development and social and gender analysis, and in the application of participatory methodologies.

9. DURATION

9.01 It is expected duration of the consultancy will be executed over a period of three (3) months.

10. COMMENTS BY THE CONSULTANTS

10.01 The Consultant(s) is requested to make any comments on and suggestions for, improvements to these TOR. The financial implications, if any, of these recommendations should be indicated separately in the Financial Proposal.

APPENDIX 2

PERFORMANCE RATING SYSTEM

Criteria	Score	Justification
Relevance	4	The TA project is consistent with CDB's Strategic Objectives of: promoting broad-based economic growth and inclusive social development; and promoting good governance within its BMCs; and CDB's Corporate Priorities of: promoting social protection measures; promoting social partnerships; strengthening human resource capability and improving management practices; and strengthening and modernising social and economic infrastructure.
Efficacy	4	The objective of this TA project is expected to be fully realised. The approaches in all of the proposed consultancies are consistent with best practice. In addition, the TOR of the proposed studies, have been informed by the lessons learned from recent experiences in preparing road improvement projects of a similar nature.
Efficiency	3	The studies are expected to inform decision-making on cost-effective decision-making on capital projects in the road sector. The consultancy will be engaged using a competitive procurement process which is expected to yield good value for money for the services to be provided.
Sustainability	3	The proposed approach provides for a high degree of stakeholder consultation to ensure ownership of the outputs.
Overall Score	3.5	Highly Satisfactory.

DESIGN AND MONITORING FRAMEWORK

Design Summary	Performance Indicators/Targets	Data Sources/Reporting Mechanisms	Critical Assumptions																
1. <u>IMPACT:</u> Optimal investments made towards improving the efficiency and climate resilience of the defined arteries of the road network.	1. Project designs are utilised by GOAB to inform the successful implementation of capital works, by September 2016.	1. Project Appraisal Reports. 2. Customer Satisfaction Surveys.	1. Financing for the capital project is available. 2. Adequate resources available for maintenance.																
2. <u>OUTCOME:</u> MWH has gender-responsive and climate resilient designs for a road infrastructure project	Recommendations of the studies which were informed by gender-responsive climate resilient engagement of stakeholders and beneficiaries adopted or used by GOAB to inform decisions related to rehabilitating the proposed road corridors. Target Date: July 2016	Cabinet decision documents.	1. Adequate resources available to GOAB. 2. GOAB priorities remain the same.																
3. <u>OUTPUTS:</u> Phase I – Gender-responsive Feasibility Study 1. Recommended options for the rehabilitation of the proposed road corridors. 2. Conceptual Designs, costs estimates and Design-Build Bid Documents	1. Gender-responsive Feasibility study completed by July 31, 2016. 2. Conceptual Designs, costs estimates and Design-Build Bid Documents by July 31, 2016	1. Monthly project reports from PC. 2. Bi-monthly consultants' Reports.	1. Recommendations of the consultants accepted by GOAB and other stakeholders. 2. Adequate gender-responsive stakeholder engagement in consultations.																
4. <u>ACTIVITIES / INPUTS</u>	<table border="1"> <thead> <tr> <th>Item</th> <th>CDB</th> <th>GOAB / MWH</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>1. Traffic Data Collection and Road Inventory Surveys</td> <td rowspan="5">170,924</td> <td rowspan="5">101,363</td> <td rowspan="5">272,287</td> </tr> <tr> <td>2. Feasibility Study</td> </tr> <tr> <td>3. Project Management</td> </tr> <tr> <td>4. Administrative Support</td> </tr> <tr> <td>5. Contingency</td> </tr> <tr> <td>Total</td> <td>185,641</td> <td>106,241</td> <td>291,882</td> </tr> </tbody> </table>	Item	CDB	GOAB / MWH	Total	1. Traffic Data Collection and Road Inventory Surveys	170,924	101,363	272,287	2. Feasibility Study	3. Project Management	4. Administrative Support	5. Contingency	Total	185,641	106,241	291,882	1. Consultants selected and engaged. 2. CDB supervision reports. 3. CDB disbursement records.	GOAB counterpart contribution available in a timely manner.
Item	CDB	GOAB / MWH	Total																
1. Traffic Data Collection and Road Inventory Surveys	170,924	101,363	272,287																
2. Feasibility Study																			
3. Project Management																			
4. Administrative Support																			
5. Contingency																			
Total	185,641	106,241	291,882																

APPENDIX 4

GENDER MARKER ANALYSIS

Project Cycle Stage	Criteria	Score
Analysis: Introduction/ Background/ Preparation	Consultations with women/girls/men/boys and relevant gender-related or sector-related public or private organisations have taken place.	0
	Social analysis identifies gender issues and priorities.	0.25
	Macroeconomic analysis identifies gender issues and priorities	0
Design: Project Proposal/ Definition/ Objective/ Description	To address the needs of women/girls and men/boys concrete interventions to reduce existing gender disparities have been designed. Effect on project outcome is direct.	0.5
	Project objective/outcome includes gender equality.	0.5
Implementation: Execution	Implementation arrangements (gender mainstreaming capacity building or gender expertise in implementing agency) to enhance the gender capacity of the implementing agency. Effect on project outcome is indirect.	0
	Terms of reference of project coordinating unit/project management unit include responsibilities of gender mainstreaming, especially at the levels of the project coordinator/director and the Monitoring and Evaluation (M&E) officer.	0.5
M&E: Results-Monitoring-Framework (RMF)	Collection of sex-disaggregated data required for M&E (stated and budgeted in Project)	0.5
	At least one gender-specific indicator at the outcome and/or output level in the RMF.	0.5
Score:		2.75

Marginally Mainstreamed: the project has limited potential to contribute to gender equality.

Scoring Code

Marginally mainstreamed (MM): if 1.5 to 2.75 points.

DRAFT TERMS OF REFERENCE

PROJECT COORDINATOR

1.01 The objective of the consultancy is the effective and timely achievement of the project outputs and outcome(s) through efficient coordination of project implementation.

1.02 The Project Coordinator will report to the Director, the Ministry of Works and Housing (MWH), or an officer designated, and will be assigned exclusively to the project and will mainly be responsible for the implementation of the works. His/her duties will include, but will not be limited to:

- (a) acting as MWH's representative with all major stakeholders including government and non-governmental agencies, consultants and suppliers;
- (b) providing contract administration services to MWH in relation to the project to include for, but not be limited to:
 - (i) project monitoring, specifically: (aa) finalising the Results Monitoring Framework, including collecting baseline data; (bb) developing a detailed results monitoring plan which clearly outlines the methods, sources, responsibilities and timelines for data collection; and (cc) collecting, analysing and reporting the results data as required by the Results Monitoring Framework;
 - (ii) ensuring the incorporation of gender inputs at appropriate stages during project implementation;
 - (iii) managing the selection and engagement of technical assistance consultants and supervising these consultancies;
 - (iv) evaluation of bids and recommendation of the awards for the consultants contracts;
 - (v) overseeing the consultancies, to include for supervisory and certification of the works consultant contracts; and
 - (vi) cost control.
- (c) Ensuring requirements of the Caribbean Development Bank (CDB) are met to include for but not limited to:
 - (i) expedition of the submission to CDB of claims for isbursement/reimbursement;
 - (ii) liaison with CDB on all technical and administrative aspects of the project;
 - (iii) preparation and submission to CDB of a monthly report on the cost of the Project in the form specified by CDB, within two weeks after the end of each month, commencing with the second month following the commencement of the assignment;

- (iv) keeping separate accounts for project-related expenditures and disbursement activities;
- (v) submission to CDB, within two weeks after the end of each month, of the bi-monthly reports prepared by the Consultants;
- (vi) submission to CDB of the Contract Completion Report within two weeks after the date of issue by the Consultants of a certificate of practical completion of each contract; and
- (vii) preparation and submission to CDB of a Project Completion Report, within two weeks after practical completion of the works. This report will focus on the project's performance on desired results as outlined in the results monitoring framework and lessons learned.

1.03 On the successful completion of scope of services (i) to (vii) of the aforementioned and in keeping with CDB Guidelines for the Selection and Engagement of Consultants (October 2011) paragraph 3.10, the Consultant may be requested to extend their scope of services to Phase II – Construction Supervision and Contract Administration. Should this extension be requested of the consultant the requisite scope of services will be issued. The Consultant's capacity and capabilities to execute the construction supervision and contract administration should be demonstrated in this submission.

1.04 Prospective candidates must be civil engineers with a minimum of the following qualifications:

- (a) a Masters Degree or equivalent in Civil Engineering, Construction Management or Project Management with a minimum of 10 years' experience in the management and implementation of civil engineering projects; or
- (b) a Bachelors Degree or equivalent in Civil Engineering, Construction Management or Project Management with a minimum of 15 years' experience in the management and implementation of civil engineering projects.

1.05 The duration of the assignment is expected to be for a period of four months.

DETAILS OF BUDGET

(GBP'000)

Item	CDB (SFR – UKCIF)	GOAB	Total
<u>Pre-investment Studies and Data Collection:</u>			
Data Collection and Field Surveys:			
Traffic Counts and Road Condition Surveys			
<u>Professional Fees:</u>			
<u>Phase I - Feasibility Study:</u>			
Project Management:			
Team Leader/Project Manager			
Experts/Specialist:			
Strategic Environmental Assessment/Climate Vulnerability Assessment Specialist	163,865	52,580	216,445
Social Development Specialist			
Administrative Support			
Additional Data Collection and Field Surveys:			
Geotechnical, soil, topographical			
Preparation of Design-Build Bid Documents			
Contingency			
Air Travel			
Accommodation and Ground Travel			
Sub Total	163,865	52,580	216,445
Project Management			
Accommodation			
Transportation	19,796	48,783	68,579
Administrative Support			
Office Accommodation			
Local Transportation and Communication			
Contingencies	1,980	4,878	6,858
Sub Total	21,776	53,661	75,437
Project Total	185,641	106,241	291,882
Percentage	64	36	100

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

PROCUREMENT PLAN

I. General

1. Project Information:

Country: Antigua and Barbuda
Borrower: GOAB
Project Name: Road Infrastructure Rehabilitation
Project Executing Agency: MWH

2. Bank's Approval Date of the Procurement Plan: May 9, 2016

3. Period Covered by this Procurement Plan: May 31, 2016 – August 31, 2016

II. Goods and Works and Non-Consulting Services

N/A

III. Consulting Services

1. Prior Review Threshold: Procurement decision subject to prior review by the Bank as stated in Appendix 2 to the Guidelines to Procurement:

Procurement Packages with Methods and Time Schedule:

1	2	3	4	5	6	7
Ref No.	Assignment (Description)	Estimated Cost (GBP)	Selection Method	Review by Bank (Prior/Post)	Expected Proposal Submission Date	Comments
1.	Feasibility Study and Construction Supervision and Contract Administration	██████████	CQS	Prior	May 2016	RFP subject to prior review.
2.	Project Management	██████████	ICS	Prior	May 2016	REOI subject to prior review

2. Prequalification: No

3. Reference to (if any) Project Operational/Procurement Manual: For consulting services, CDB's Guidelines for the Selection and Engagement of Consultants.

4. Any Other Special Procurement Arrangements: a waiver of CDB's "Guidelines for the Selection and Engagement of Consultants by Recipients of CDB Financing" is required that GOAB be permitted to engage in CQS over and above the threshold. ██████████

IV. Implementing Agency Capacity Building

N/A

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.

V. Summary of Proposed Procurement Arrangement

Project Component	CDB (GBP'000)										NBF		Total Cost	
	Primary		Secondary		Other						Country	Institution		
	ICB	NCB	RCB	ICS	Shopping	DC	FA	QCBS	CQS	SSS				
1. Data Collection and Road Condition Surveys														
2. Feasibility Study														
3. Project Management														
4. Accommodation														
5. Transportation														
6. Administrative Support														
7. Contingency														
Total Project Costs														

- | | | | |
|-----|-----------------------------------|------|----------------------------------|
| CQS | Consultant Quality Selection | NCB | National Competitive Bidding |
| DC | Direct Contracting | QCBS | Quality and Cost-Based Selection |
| EOI | Expression of Interest | RCB | Regional Competitive Bidding |
| FA | Force Account | RFP | Request for Proposal |
| ICB | International Competitive Bidding | RFQ | Request for Quotation |
| ICS | Individual Consultant Selection | SSS | Single-Source Selection |
| IDC | Interest During Construction | | |
| LIB | Limited International Bidding | | |
| NBF | Non-Bank Financed | | |

This information is withheld in accordance with one or more of the exceptions to disclosure under the Bank's Information Disclosure Policy.