



RWANDA TRANSPORT DEVELOPMENT AGENCY
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KIGALI

**REQUEST FOR EXPRESSION OF INTEREST
(CONSULTING SERVICE)**

**TRANSPORT SECTOR SUPPORT PROJECT: UPGRADING OF BASE-GICUMBI-
RUKOMO-NYAGATARE ROAD, PHASE I: BASE-RUKOMO ROAD (51.54 Km):**

Transport sector : Rwanda Transport Development Agency
(RTDA)
Financing Agreement Reference : 2000130012880
Project ID No. : P-RW-DB0-014

The Rwanda Transport Development Agency (RTDA) has financing from the African Development Fund (ADF) to upgrade the Base-Rukomo road (51.54 km), and intends to apply a part of the agreed amount for the loan to cover payment of contract for *Monitoring & Evaluation of project socio economic impact of Base-Rukomo road (51.54 km)*. The services included under this project are:

- Monitoring & Evaluation of project socio economic impact of the road project will be made by means of a request of proposal to the only pre-selected consultant.
- The duration of service is 24 months;

Rwanda Transport Development Agency (RTDA) now invites eligible consultants to express their interest in providing these services. Interested consultants must provide information indicating that are qualified to perform the services (brochures indicating a general experience of at least 8 years proven by copy of trade license, description of similar assignment, experience in similar conditions, availability of appropriate skills among staff, etc). Consultants may constitute joint-ventures to enhance their capacity for qualification.

Eligibility criteria, establishment of the short-list and the selection procedure shall be in accordance with the African Development Bank's "Rules and Procedures for the use of

consultants" May 2008 Edition, Revised July 2012, which is available on the Bank's website at <http://www.afdb.org>

Interested consultants may obtain further information at the address below during working hours: 07:00-17:00.

Expressions of interest, in French or English, must be delivered to the address below by 31st July 2017 not later than 5:00 p.m, local time (3:00 p.m GMT) with the mention "for *Monitoring & Evaluation of project socio economic impact of Base-Rukomo road (51.54 km)*".

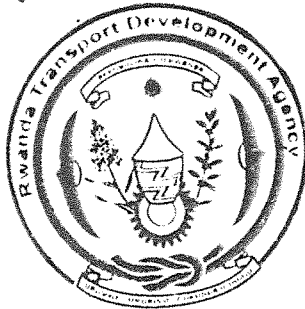
Attn: Director General
Rwanda Transport Development Agency/Procurement Unit
P.O Box: 6674, Kigali-Rwanda
Email: info@rtda.gov.rw
procurement@rtda.gov.rw

Electronic submissions are accepted in respect of the dead line.

Done at Kigali, on ..1.0..JUL...2017...



Guy M. KALISA
Director General



TERMS OF REFERENCE

TRANSPORT SECTOR SUPPORT PROJECT: UPGRADING OF BASE-GICUMBI-RUKOMO-NYAGATARE ROAD, PHASE I: BASE-RUKOMO ROAD (51.54 KM):

INDIVIDUAL CONSULTANT (IC) FOR MONITORING & EVALUATION OF PROJECT SOCIO ECONOMIC IMPACT (Social -Economist).

1.0 INTRODUCTION

The Government of the Republic of Rwanda (GoR) has received a loan from the African Development Bank (ADB) to upgrade the Base-Rukomo road (51.54 km). The GoR intends to apply part of this loan to cover eligible payments under the contract for consultancy services for Monitoring & Evaluation of project socio economic impact of the road project.

This will require a survey to determine baseline socio-economic indicators to be used for project monitoring and impact evaluation at project completion stage (1.5 years after road construction period) to establish impacts of the road project.

The socio-economic studies shall be designed to determine socio-economic baseline indicators and establish impacts of the road upgrading project on the social and economic development in project area and its contribution to the country and the region development agenda. The component shall include a baseline study at the beginning of the project to provide relevant baseline indicators for determining the direct and indirect impacts (benefits) on PAPs, trade and mobility of goods and services for the immediate zone of influence and periodic monitoring and evaluation of assistance that PAPs have received including livelihood improvement. At project completion period, the study will reassess the baseline and carry out the evaluation of the lasting benefits in production and service sectors, institution and social services sectors and household sector.

2.0 PROJECT DESCRIPTION

2.1 BASE-RUKOMO ROAD

The Base-Rukomo (51.54 km) section is part of the 125 km Base-Nyagatare road on the northern corridor connecting Rwanda to the Port of Mombasa in Kenya and is one of the priority roads retained under the East African Community (EAC) Transport Strategy.

The upgrading of this road will boost inter-regional trade and facilitate access of the agricultural production areas to the market centres, thereby enhancing agricultural and

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tourism potential. In addition to its national role, the corridor is a strategic highway providing an alternative route for international flows along the northern corridor to and from the Eastern and Northern provinces of Rwanda as well as the eastern regions of the Democratic Republic of Congo (DRC) and the Port of Mombasa on the East African coast via Uganda. These Terms of Reference present the scope and terms for undertaking the required services. The methodology of the consultant shall be approved by National Institute of Statistics of Rwanda prior to start the services.

3.0 BACK GROUND INFORMATION

The socio-economic information is a requirement for the project and which should be made available before project implementation period and at project completion stage. The socio-economic indicators determined at baseline should also be evaluated at project completion to establish the impacts associated with the Base-Rukomo road and its effects on production and service sector, institution and social services sector and household sector are expected. It is further envisaged that this road rehabilitation project will supposedly impact on economic and social development not only at the macro level but also among the population living along the alignment. Some of the beneficiaries of the project will include tourism operators, export/import and freight operators, manufacturers, traders and generally business community in the region and communities/institutions located along the zones of influence of the road sections.

This assignment is therefore designed to be performed at different levels:-

1. Socio-economic baseline survey to be undertaken before the rehabilitation of the road and shall be aimed at enhancing the capacity of the project to acquire relevant information before the road infrastructure is constructed. During this survey, it will be expected that the zone of project influence and key indicators for the production & service sector, institution & social services sector and household sector are determined.
2. During the roads construction stage, periodic monitoring of the indicators will be undertaken. A mid-term review will be conducted to determine progress on achievement of set targets.
3. At project completion stage, an end term evaluation will be conducted to establish impact of the road project. The baseline indicators and zones of influence will be applied in determination of what has changed in the region following the road infrastructure development project.

To undertake related socio-economic studies for the road upgrading project, Rwanda Transport Development Agency (RTDA) wishes to engage a qualified consulting firm to carryout socio-economic studies: at baseline to provide benchmarks for comparison at the project completion stage, undertake periodic monitoring and an impact evaluation

study in order to establish impacts emanating from the road upgrading project.

The purpose of these studies is to provide a systematic approach that shall be used to assess the effects/impacts of road upgrading project over time. Specifically, the baseline studies will provide a point of reference by availing socio-economic information on the situation before interventions are undertaken. This socio-economic baseline information will be used for planning, and for measuring the impacts of interventions after a certain period of time based on established variables/indicators and thresholds. The baseline information will also be useful predicting how the situation would be without interventions as well as in determination of impacts of the road project.

These Terms of Reference present the scope and terms for undertaking the required services.

4.0 OBJECTIVES OF THE ASSIGNMENT

The objective of the assignment is to undertake baseline, monitoring and evaluation of the impact of the road upgrading project on the trade across the districts and the region and social welfare of the persons in the zone of influence of the corridor. This assignment shall include undertaking socio-economic surveys at baseline, and at project completion phase with a mid-term review of the indicators to monitor the achievements of the desired impact.

The baseline study findings shall be used for planning and for measuring the impacts of the road project upon completion of the project. The Survey at the project completion phase shall be to establish the socio-economic impacts of the road upgrading project.

Main activities and inputs are to:

- a) Establish the project zones of influence of the corridor.
- b) Determine the socio-economic indicators within the production & service sector, institution & social services sector and household sector at macro level and among the population living along the alignment.
- c) Undertake data collection relating the socio-economic situation between the two districts and along the project road at the start/end of the project.
- d) Establish the socio-economic situation and the pre-project behaviour of the population and infrastructure in the project area.
- e) Establish the indicators for periodic monitoring.
- f) Undertake periodic monitoring and mid-term review of the socio-economic situation following the road upgrading project to determine progress on achievements of desired outcomes.
- g) Conduct an end term evaluation to establish impacts of the road upgrading project.

- h) Establish indicators to be used to monitor employment, income and poverty reduction as well as the opportunity costs for people working on road project.
- i) Identify problems (if any) that have the potential to hamper gender balanced participation in the road upgrading project recommend appropriate intervention approaches.

5. SCOPE OF ACTIVITIES

The consultant shall collect and analyse the data prior to the road construction project (baseline) and one year after project completion on trade and tourism activities within the region and on economic and social welfare of the persons in the zone of influence of the project.

In order to target the community most likely to be affected, the consultant shall make a geographic delimitation of the zone of influence on both sides of the road that is to be upgraded. This will be used to determine baseline information and impacts of the project. The zones of influence may be different from one locality to another.

The consultant shall collect and make analysis of the data on current socio-economic situation along the project road area and undertake an impact evaluation study at the project completion phase to determine socio-economic impacts as a result of the road project. Based on analysis of the data and findings, the consultant shall recommend measures for mitigation of the existing condition as well as prepare action plan for implementation, undertake periodic monitoring of socio-economic indicators during project implementation phase.

The study shall analyse the current situation and measure changes that will have occurred when the road is open to traffic. The specific tasks to be carried out by the consultant shall include but not limited to the following:-

- i. Collect and analyse data on trade and tourism volumes within the region
- ii. Assess the potential socio-economic benefit that could be realised through the implementation of the road construction project as perceived by various stakeholders e.g. roads department, community etc.
- iii. Assess pre-project and post-project status of women and men in the community, total workload, source and magnitude of earnings, family life, health and welfare, investments and expenditure patterns; and establish changes/impacts that may have been attributed to the road construction project at the project completion phase.
- iv. Data collection from relevant institutions that have Carried out household surveys for determination of both economic and non-economic attributes of the household including the level and characteristics of employment of the household members, the level and sources of wage and non-wage income

and by implication of the poverty situation, consumption and marketed surplus, use of transport, demand for institutional service such as health and education, savings and investment, ownership of assets, demographic features and any other household variables that are likely to be affected by the infrastructural improvement.

- v. Carry out transport service survey including passenger and traffic count with focus on volume of traffic, freight and passenger, seasonal variations in traffic flows, patterns of ownership in the transport sector, transport charges and determine the travel time to education and health facilities.
- vi. Collect and analyse data on transport cost, travel and transit time between Gicumbi and Rulindo districts.
- vii. Assess markets infrastructures and provide information for trade sector likely to have immediate impacts such as locational spread of markets, size of the market in terms of the numbers of buyers and traders; and turnover, physical structure of shops and trade outlets, composition of goods and services traded, level of process of goods exported from and imported into the area, seasonal variations in prices and levels for access to input and to market for output.
- viii. Collect and analyse data on conditions of the production and service sectors including possible impacts on agricultural production.
- ix. Provide village level information on wages of agricultural and non-agricultural labour by peak and slack season, land price according to type and location, interest rate on credit from various sources, irrigation and fertiliser costs by season etc.
- x. Collect and analyse data on non-farm activities such as consumption prices, diversity in products and services available locally, employment opportunities, level of non-agricultural wages.
- xi. Carry out studies on existing institutional service sector that comprises of health institutions, educational institutions, financial institutions and extension services at the project inception and completion phases; and determine the changes.
- xii. Develop an inventory of all the banks, health facilities, and educational institutions within the study area and record the size of the clientele per facility, volume of transaction for the banks, services provided, etc.
- xiii. Collect and analyse data on level of staffing and type of services provided by the health facility centres, disease patterns and epidemiological data, level of access to facilities and determine changes at project completion phase.

- xiv. Provide information on enrolments and attendance, drop out by gender, teacher retention and other information pertaining to the education institutions and determine changes at project completion phase.
- xv. Undertake periodic monitoring and mid-term review the socio-economic indicators associated with the road project.
- xvi. Undertake end-term evaluation study to determine the impact realised through implementation of the road project.
- xvii. Assess the changes and impacts on the production and service sector, institution and social services sector and household sector for both economic and non-economic attributes.
- xviii. Document baseline report, monitoring reports and impact study report for the road project.

6.0 THE TIME FRAME AND PROPOSED WORK PLAN

This consultancy will be undertaken in stages as follows:-

1. Inception Report clearly stating methodology and detailed plan for each activity hereafter.
2. Baseline study shall be completed within Eight (8) weeks after the contract award.
3. Periodic monitoring shall be undertaken annually and data shall be provided Two (2) weeks before the end of the annual period.
4. Mid-term review study shall be undertaken and reports submitted two (2) weeks before the actual project mid-term period.
5. The impact study shall be undertaken within one year after completion of the construction works of the road project and the report shall be completed and submitted three (3) months before project completion time period.

7.0 CONSULTANT'S PERSONNEL

The period of engagement of the experts will be on intermittent basis. A summary of the estimated key personnel man months is as tabulated in the table below.

Social-Economic Impact Period	Inception and Pre-Construction (Man-Months) (Base line)	During Construction (Man-Months)	Post-construction and Defects Liability Period (Man-Months) (Socio impact final report)	Total (Man-Months)

Team Leader (Social-Economist)	4	7	4	15
Individual consultant				
			Total	15

In order to execute his obligations the Consultant shall shall prepare a work program and a corresponding manning schedule, showing the timing of activities.

The Consultant must provide its CVs and copies of highest education certificates for the client. The requirement of the consultant for executing the assignments is as follows:

(i) Team Leader as individual consultant

The Team Leader shall be responsible for overall leadership and management of the assignment. He/She must possess a relevant Master's Degree in Social Sciences/ social development economics/statistics/ socio-economist with a background or specialisation of transport economist or equivalent and with at least fifteen (15) years professional experience.

He/She must have extensive broad experience in monitoring and evaluation and research work for at least ten (10) years including research in infrastructural development sector. Knowledge on qualitative and quantitative statistical analysis is essential. Previous experience on similar projects in East Africa will be an added advantage.

8.0 SERVICES AND FACILITIES TO BE PROVIDED BY THE CLIENT

The Contracting Authority will make available to the Consultant all available documents and relevant data necessary for the proper and timely execution of the assignment and will:

Provide liaison with other Ministries and Departments in order to introduce the Consultant to them. The Consultant shall be fully responsible for collecting data and information from these agencies including paying for it where necessary.

9.0 OTHER SERVICES TO THE CONSULTANT

The Consultant shall arrange for his own office, transport and accommodation and will charge the cost thereof in his financial proposal.

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10.0 REPORTING

(i) Inception Report

This report shall give a brief description of the Consultant's establishment plan for the assignment, methodologies to be used, staffing, programme of executing the assignment and such remarks as deemed appropriate. The report shall be submitted 30 days (M0+30) after commencement date of the assignment. The consultant shall submit four (4) copies of the inception report to be distributed as follows: three (3) copies to RTDA and one (1) copy to the AfDB.

(ii) Draft Report

The Consultant shall prepare a draft report which shall summarize the findings, analysis, results and recommendations of the socio-economic baseline and shall contain all supporting materials.

The draft report shall be submitted to the RTDA for approval, prior to the production of Final Documentation.

The Consultant shall submit four (4) hard copies (one original and three copies) of the report to the client

(iii) Monitoring and Evaluation of Socio-Economic Impact Baseline Report

The Consultant shall prepare the Final report for the assignment. The report shall incorporate all revisions deemed necessary arising from comments received from the RTDA, following discussions and agreement between RTDA and the Consultant.

Preparation of the final documentation shall include the following numbers of reports which shall be submitted to the RTDA:-

- Eight (8) hard copies of the final report (One original and 7 copies)
- All documents must be submitted with 2 copies of CD/DVD-Rom, and the data must be in the original editable format of the computer programme/software which created it or any other form that be requested by the Client.

(iv) Mid-term report

The Consultant shall prepare a Mid-term review report at the middle of the road upgrade project period. The report shall incorporate a review of the baseline indicators, identify any deviations and make recommendations to ensure achievement of the desired impacts. Preparation of the mid-term documentation

shall include the following numbers of reports which shall be submitted to RTDA:-

- Eight (8) hard copies of the final report (One original and 7 copies)
- All documents must be submitted with 2 copies of CD/DVD-Rom, and the data must be in the original editable format of the computer programme/software which created it or any other form that be requested by the Client.

(v) Final Evaluation Report

The Consultant shall prepare an evaluation report one year after the completion of the upgrading of the road. The report shall evaluate the impact of upgrading the road by comparing the baseline indicators with the data collected one year after project completion.

Preparation of the final evaluation documentation shall include the following numbers of reports which shall be submitted to RTDA:-

- Eight (8) hard copies of the final evaluation report (One original and 7 copies)
- All documents must be submitted with 2 copies of CD/DVD-Rom, and the data must be in the original editable format of the computer programme/software which created it or any other form that be requested by the Client.

(VI) EVALUATION CRITERIA

Evaluation of the above qualifications and experience will be done based on the following criteria and scores:

(i)	General qualifications and suitability for the task to be performed	30%;
(ii)	Adequacy for the assignment (described in the ToR)	60%;
(iii)	Language capacity	10%
(iv)	Total weight	100%

(VII) DURATION OF THE ASSIGNMENT

The assignment will be for a fixed period of Twenty-Four (24) months (2 years) and at the end of the year, a performance evaluation of the consultant will be conducted.

The applicant should provide:

- (i) Full time contact mail address and mobile phone numbers;
- (ii) Names of three referees and their contact mail addresses including mobile/cell telephone numbers.

The submission of expression of Interest shall be submitted to:

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