

UPDATED GENERAL PROCUREMENT NOTICE

Country: India

Name of the Project: Mizoram State Roads II-Regional Transport Connectivity Project (MSRP II)

UPDATED GENERAL PROCUREMENT NOTICE

Credit No. : Yet to Be Allocated

Project id: P145778

This is an updated GPN as more details have become available now. This replaces the earlier GPN published on UNDB online in May 2013.

The Government of India has applied for financing from the International Development Agency (IDA) toward the cost of the Mizoram State Roads II-Regional Transport Connectivity Project (MSRP II) and intends to apply part of the proceeds to payment for goods, works and services to be procured under this project.

The project will include the following components:

Component A: Improvement of Priority Cross-border Roads and Trade-Related Infrastructure (US\$ 120 million)

i. Widening and strengthening of 99km of road and preparation studies for 330km of road (US\$ 115.0 million). Widening and strengthening of three sections of (Group 1) road totaling 99 km including (i) a 30.0 km section of Lunglei – Tlabung – Kawrpuichhuah Road on the border with Bangladesh; (ii) 27.5km Champhai-Zokhawthar Road on the border with Myanmar; and (iii) the 41.7km Chhumkhum-Chawngte North-South alignment connecting to the border roads with Bangladesh to the west and Myanmar to the south. Concurrently, the project would fund detailed studies and designs for another 330km of (Group 2) road in the North-South Corridor. Many of these roads would be greenfield, and would increase the connectivity both within the state – improving access to transport infrastructure and services for isolated communities – as well as to key international trunk roads and transport corridors that connect to other NE India states, Bangladesh, Chittagong Port and the rest of South Asia, and to Myanmar. The alignment starts at Junction NH44A (Origination) passing through Chungtlang, Darlung, Buarpui, Thenlum, Zawlpui, Phairuangkai and Chawngte. Road Safety Improvement Projects will also be incorporated in project corridors.

ii. Construction or improvement of trade-related infrastructure along project roads including market haat structures and truck stops (US\$ 5 million). These infrastructure not only improve the trade capacity of the residents of the state and of the region, they also are key benefit-sharing measures as requested by the communities, and help improve road safety along project roads. Market haat structures provide a safe place for local communities to market and sell their produce and goods, instead of selling on the side of the road in self-made structures that may be unsound and that may be located in unsafe locations from a road safety perspective. Truck stops provide a safe place for drivers to stop along project corridors which would enhance safety for both truck drivers as well as other traffic sharing the road and residents living along project corridors.

Component B: Road Sector Modernization and Performance Enhancement through Institutional Strengthening (US\$ 8 million). This component will support gradual transformation of PWD into a modern road agency through implementation of a Road Sector Modernization Plan (RSMP) which will carry forward and deepen various institutional development initiatives introduced under the MSRP I. The RSMP will be periodically reviewed and modified during project implementation and will focus on:

- i. Modernization of policies, engineering practices, and business procedures: Key activities include development and modification of sector policies and strategies, engineering manuals

- and studies to introduce improved practices of design, construction, quality monitoring, and maintenance of hill roads including a procurement and contract management manual;
- ii. Asset management and maintenance: Modification of the existing maintenance management system into an Asset Management System (AMS) including an asset management strategy, operationalization of the existing road maintenance fund, asset management information system, strategic core road network of key state and regional corridors, technical assistance to mobilize additional funds for road maintenance, and use of simple maintenance contracts to deliver maintenance works including community based contracts (The contracts are to be funded through PWD's maintenance budget);
 - iii. Institutional and Human Resource Development: Development and implementation of an Human Resources Development Strategy to build capacity of PWD engineers and other staff, improvement of PWD institutional structure including measures to increase efficiency and staff productivity, capacity building of the local construction industry, strengthening of PWD design cell, and carrying forward the computerization of PWD initiated under MSRPI.
 - iv. Road Safety Management: Support further refinement and implementation of PWD road safety strategy focusing on building road safety management capacity of PWD and related agencies through suitable training and other measures, road safety audits of important traffic corridors, road safety improvement projects on identified road sections, integrating road safety in asset management system, and awareness programs on road safety and work zone safety.

Procurement of contracts financed by the IDA will be conducted through the procedures as specified in the World Bank's [Guidelines: Procurement under IBRD Loans and IDA Credits](#) (January 2011), and is open to all eligible bidders as defined in the guidelines. Consulting services will be selected in accordance with the World Bank's [Guidelines: Selection and Employment of Consultants by World Bank Borrowers](#) (January 2011).

Specific procurement notices for contracts to be bid under the World Bank's procedures and for contracts for consultancy services will be announced, as they become available, in [UN Development Business](#) online, the Bank's external website and in national newspapers of wide circulation and in a widely-used electronic portal with free national and international access as may be applicable.

As of now the following contracts are envisaged;

LARGE WORKS CONTRACTS

SI.No.	Description of the Project	Estimated Cost (in Million US\$)
1	Champhai-Zokhawthar Road Project (27.25 Km)	26.32
2	Chhumkhum –Chawngte Road Project (41.53)	38.56
3	Lunglei-Phairuang Road Project (30 Km)	33.87

LARGE CONSULTANCY SERVICES CONTRACTS

SI.No.	Description of the Consultancy Services	Estimated Cost (in Million US\$)
1	Project Preparation Consultant I	1.50
2	Project Preparation Consultant II	1.20
3	Construction Supervision Consultant	2.00
4	Project Management Consultant	1.50