

# Malawi Millennium Development Trust (MMD)



**Recruitment of a Consultant for the Detailed Design and Supervision for the  
Accelerated Growth Corridor Road and Access Infrastructure  
Design of Main Road Periodic Maintenance plus Option for Supervision (Golomoti-  
Monkey Bay Road)**



## Pre-proposal Conference

Web conference

Lilongwe, Malawi – August 07, 2023

# PRESENTATION OF MCA ENTITY STRUCTURE AND THE AGC PROJECT



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## The « Accelerated Growth Corridors Project » (AGC Project)

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The Accelerated Growth Corridors (AGC) Project aims to :

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reduce the barriers between farm and market by improving road conditions

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encouraging a more transparent and competitive business environment for transporters

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addressing first-mile transportation challenges for smallholder farmers.

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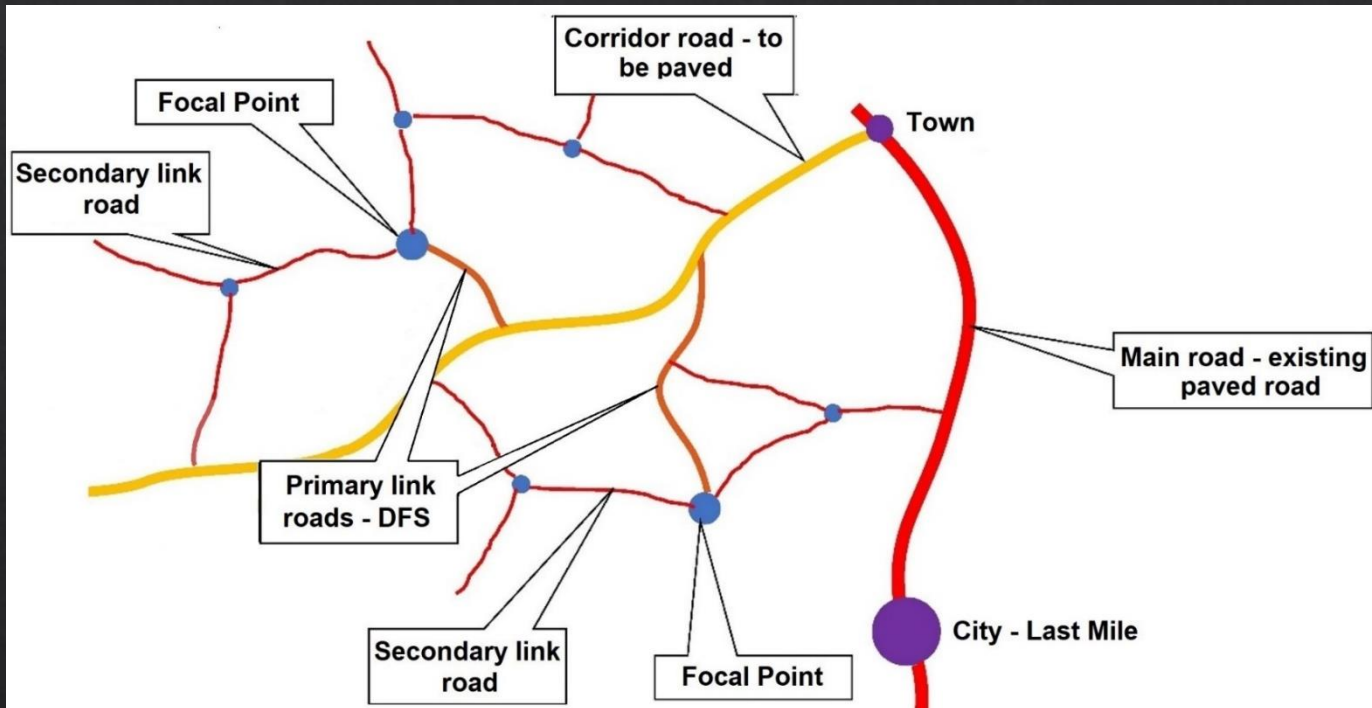
The project will support policy and institutional reforms to enable better road planning and maintenance of AGCs and associated infrastructure and safer conditions for women to move and conduct economic activity along the corridors.








# Presentation of the technical aspects of the RFP

# 02

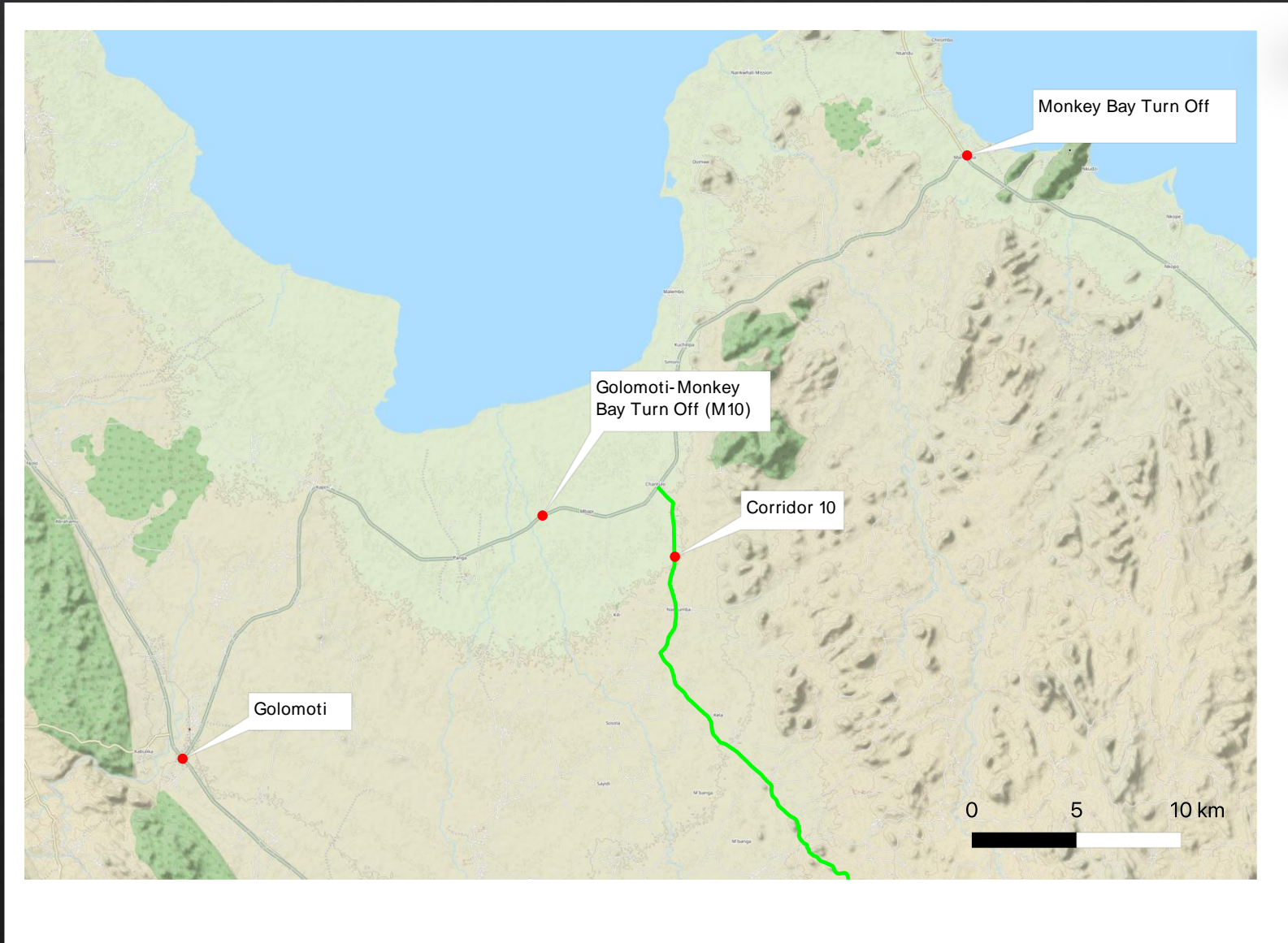
## Corridor Concept



-  The main Corridor Road will be upgraded to paved standard.
-  All existing bridges and most culverts will be upgraded for climate resilience and road safety.
-  Some link roads will be upgraded to paved standard.
-  All other link roads will remain as gravel roads.
-  Approx 100 km of link roads will be improved in each corridor.



# Project location Golomoti - Monkey Bay Road, Mangochi



# Photos of Golomoti – Chantulo - Monkey Bay Road





## Technical aspects of the RFP – Summary of Scope

1. Golomoti to Monkey Bat Turn-off is approximately 56 km of Main Road 10 (M10)
  1. The road has areas of deteriorated base layer and surfacing and will require:
    - a. Short section of base rehabilitation and resurfacing
    - b. Extensive pothole patching on the rest of the section
    - c. Complete reseal of all parts not rehabilitated.
    - d. Renewal of signs and safety features, carriageway markings, etc
  2. One point on the road has flooded repeatedly and an increase of waterway area on the river crossing concerned is required.

# 02.5

## Technical aspects of the RFP - Coordination

1. Designs will be based upon the preliminary designs created in the Detailed Feasibility Study (DFS), but improvements and adjustments to these designs will be necessary. The DFS included a preliminary BoQ but no topographical surveys, soils or materials testing. The road has since deteriorated further.
2. Design must be coordinated with the Resettlement and Livelihood Restoration Consultant to allow land acquisition and resettlement/compensation to be commenced and completed for sections of these roads to be started as soon as possible. The works contracts must start on a cleared site at the earliest possible point after entry into force of the Compact. However, the existing alignment is expected to be followed and these items should not be substantial.
3. MCC place high importance on comprehensive implementation and monitoring of all safeguarding by supervisor and works contractors, and attention of bidders is drawn to the requirements of the RFP relating to environmental and social protection, including dealing with threats from climate change, gender and social inclusion, health and safety of workers and community members and counter trafficking-in-persons measures (CTIP)





1. Time is critical to get the construction contracts complete within 5 years from the date of Entry into Force (EIF) of the Compact.
2. Disbursement of the Compact Funds for works cannot begin until EIF
3. The road works must commence as soon as possible after EIF is attained.
4. Items to be completed prior to EIF are:
  1. Design and Bid Documents
  2. Resettlement Action Plans and preparations for implementation.
5. EIF is at present anticipated to be January of 2024



THANK YOU