

Appendix

TOR for the pilot study in Kenya

TOR for the pilot study in China



“Michinoeki”

TOR for the pilot study in Kenya

1. Purpose and background for the study

Most of benefits are enjoyed only by those living in urban areas. The difference in the benefits that rural and urban areas receive is widening economic gap between them and causing a variety of poverty-related problems, especially in rural areas.

Numerous past surveys of the traffic problems in developing countries reveals that road safety and roadside environment are deteriorating in many regions as the number of automobiles increases, even though construction of road infrastructure has certainly improved traffic standards in terms of mobility. Drivers in many developing countries do not have access to many necessary services due to a lack of both road infrastructure and roadside rest facilities.

Illegal parking is another problem. Highways with lots of parked cars have poor visibility and reduced traffic capacity, which can seriously impair road safety.

Michinoeki are designed to provide drivers with a place to rest and communicate. Michinoeki link road networks and local communities. Prototype michinoeki can be found in many countries, although they are not necessarily part of a comprehensive development plan. Examples include shops, stores, and restaurants situated along road or at big junctions.

The michinoeki project is a comprehensive plan to provide roadside rest areas, financial services, and public services. Michinoeki also incorporate local needs into the process of planning, construction, and operation, acting as a bridge between local community and users of the road.

This research paper describes a pre-feasibility study for a project to plan and build highways in Kenya. The project is still in the planning stage, which includes examining specific methods of constructing michinoeki. Meanwhile, the consultant is strongly recommended to continue research according to the procedure described in the World Bank's "Guideline for Introducing Michinoeki in Developing Countries" (hereinafter referred to as "Michinoeki Guideline").

2. TOR

2.1 Topics of research

According to the World Bank's "Michinoeki Guideline," the overall process of introducing michinoeki includes planning, construction, and operation. These stages can be divided into four phases: Identification, Preparation, Appraisal, and Operation. The first phase, Identification, starts with selection of a construction site. A blueprint for a michinoeki that is appropriate to target region is drawn up, taking into account the prerequisites for michinoeki construction. These prerequisites derive from the following basic questions. What are local demands and available local resources? What functions and facilities are required for the michinoeki? Who are stakeholders that will be involved in the planning process? Who is the most appropriate prime mover?

The next phase, Preparation, involves making the basic plan as specific as possible. This is done by listening to opinions of the stakeholders at the planning stage and drawing detailed layouts of specifications and design. This is followed by the third phase, Appraisal, in which the positive/

negative impacts of the michinoeki on the social, economic, and transportation aspects are assessed. In the final step, Operation, concrete points of concern relating to michinoeki operation and management are addressed.

This research paper covers the first two phases: Identification and Preparation. Below are detailed research items that correspond to each phase.

- Topics of research for Identification phase
 - i) Site selection for planning michinoeki project
 - ii) Site selection for constructing michinoeki
 - iii) Identifying functions, facilities, and stakeholders of michinoeki
- Topics of research for Preparation phase
 - i) Stakeholder analysis
 - ii) Layout and design

2.2 Specifics of research topics

(1) Topics of research in Identification phase

i) Site selection for planning michinoeki project

Targeting Highways in Kenya, a few candidate regions for michinoeki planning should be selected. Site selection should consider following points. Moreover, the candidate sites should come from a variety of regions and not a single region.

- Transit traffic volume
- Local specialties (agricultural products, craftworks, etc.)
- Historic and cultural resources in the region
- Economic problems (low income standards, economic disparity, employment opportunities, etc.)
- Social problems (disease, education, and gender-related issues, etc.)
- Traffic problems (number of traffic accidents, traffic fatalities, etc.)

ii) Site selection

a. Understanding the needs of local residents and road users in the vicinity of the candidate sites

For site selection, it is necessary to understand the needs of residents living near the candidate sites.

- Economic needs: guaranteed sales opportunities for local specialties
- Social needs: hygienic toilets, sanitary drinking water, income growth, medical services, social participation, alleviation of social discrimination, etc.
- Transportation needs: secure rest areas and parking areas for public transport

b. Determining type of michinoeki that meets local needs

The needs described above will determine the type of michinoeki that is required. The World Bank’s “Michinoeki Guideline” proposes four types of michinoeki.

- Rest stop type: provides road users with comfortable and hygienic places to rest
- Market type: provides local producers with opportunities to sell local specialties such as agricultural products and craftwork
- Terminal type: functions as a public transport terminal for local residents and road users
- Public service type: provides public services to local residents and road users

iii) Identifying functions, facilities, and stakeholders of michinoeki

a. Identifying functions

In order to satisfy the needs described above, certain functions must be identified. The World Bank’s “Michinoeki Guideline” describes how to identify these functions. The consultant is expected to refer to this guideline when identifying necessary functions.

b. Selecting suitable facilities to fulfill the necessary functions

In order to satisfy the functions identified above, certain types of facilities are required. The World Bank’s “Michinoeki Guideline” describes how to select these facilities. The consultant is expected to refer to this guideline when selecting facilities. Some examples are given below.

- Facilities with economic functions: markets, processing plants for agricultural products, eating areas for visitors, etc.
- Facilities with social functions: clinics, hygienic toilets, sanitary water supplies, assembly halls, etc.
- Facilities with transport functions: rest space, parking space, etc.

c. Identifying stakeholders

A prime mover with leadership ability is required for all facets of a michinoeki project, from planning and construction, to operation and management. The prime mover should come from the local community and have good knowledge of the region. After the prime mover is chosen, the stakeholders must be identified. They can be local authorities, community members engaged in agriculture, forestry, fishing, crafts, etc., influential figures in local economic organizations, or representatives of the local residents, etc., organizations that own commercial vehicles, local enterprises, etc.

(2) Topics of research in preparation phase

i) Stakeholder analysis

In order to understand opinions of the stakeholders identified above, the consultant should organize workshops to be held at least twice in the target region. A workshop outline is included in the annex of the World Bank’s “Michinoeki Guideline” and the participation sourcebook. The consultant should refer to both of these publications when organizing workshops. Organizers should aim to enhance the effectiveness of the workshop.

ii) Layout and design

a. Determining scale of the project

The scale of the project is determined by size of the candidate site, floor area of michinoeki, and parking capacity of the site.

b. Designing the layout of the facilities

A blueprint of layout of the facilities should be developed.

c. Calculating the cost

With the scale determined, a detailed breakdown of construction costs should be drawn up.

2.3 Methodology

Below are specific topics of research that will be carried out in each target region.

- Literature survey of related documents
- Field studies
- Locally conducted interviews
- Workshops

a. Literature survey of related documents concerning the target region

The socioeconomic framework of the target region, including geographical situation, road traffic, and economic standards in the target region can be understood by examining academic theses, survey reports, and other related documents. In addition, information regarding the needs of the people and firms in the target area, the socioeconomic challenges, the main stakeholders, and the political and administrative organizations can be obtained through the literature survey of local documents. Other information that can contribute to the success of the field study, interview survey, and workshop should also be also gathered in advance.

b. Field survey

The target region/country should be visited in order to consult with the key person. This is a potential contact person for collecting local information. The key person should be given (in advance) information and a schedule concerning the michinoeki survey. At the same time, a field study is conducted and data collected regarding the target region.

c. Locally conducted interviews

Based on questions prepared beforehand concerning the major stakeholders in the target region, general information focusing on local needs, challenges, regional exploitable resources, etc., should be gathered. This can be done by conducting interviews with local inhabitants, entrepreneurs, and local/central administrative officers, and by organizing group discussions.

d. Workshops

Workshops targeting the major stakeholders in the region should be organized. At the workshops, a draft of the michinoeki plan, based on the information gathered through the surveys described above, should be revealed and various views and opinions exchanged about the likelihood of success, the feasibility of the implementation, and the need for additional functions and facilities.

TOR for the pilot study in China

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The next phase, Preparation, involves making the basic plan as specific as possible. This is done by listening to opinions of the stakeholders at the planning stage and drawing detailed layouts of specifications and design. This is followed by the third phase, Appraisal, in which the positive/

negative impacts of the michinoeki on the social, economic, and transportation aspects are assessed. In the final step, Operation, concrete points of concern relating to michinoeki operation and management are addressed.

This research paper covers the first phase: Identification.
Below are detailed research items that correspond to the phase.

- Topics of research for Identification phase
 - i) Site selection for planning michinoeki project
 - ii) Site selection for constructing michinoeki
 - iii) Identifying functions, facilities, and stakeholders of michinoeki
- Extraction of further study items toward Preparation phase

2.2 Specifics of research topics

(1) Topics of research in identification phase

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(2) Topics of research toward preparation phase

Based on study outputs of former Identification phase, the consultant should extract some study items toward the next step of the preparation phase. In conducting the study here, the consultant should follow detailed study items shown in the "michinoeki Guideline".

i) Stakeholder analysis

In order to hear voices regarding the possibility of success of michinoeki, reality of the plan, necessity of addition of further functions and facilities from stakeholders identified in above identification phase., the consultant , for instances, should investigate the overall plan of workshops and the discussion items in the workshops.

ii) Layout and designing

- a. Study on facility scale**
- b. Study of the facility layout**
- c. Study of the estimate for construction cost**

2.3 Methodology

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b. Field Studies

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