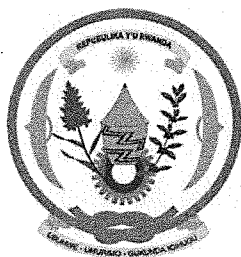


REPUBLIC OF RWANDA



Kigali, 2.0.2017.....

Ref N°: 664/Comp./017

RWANDA TRANSPORT DEVELOPMENT AGENCY

P.o.Box 6674

KG 563 St., Queen's Land House, 1st Floor

Email: info@rtda.gov.rw

KIGALI

**REQUEST FOR EXPRESSIONS OF INTEREST
(INDIVIDUAL CONSULTING SERVICES)**

**Subject: Consultancy Services For:
International Expert for the Development of Inland Waterways Transport
Infrastructure**

The Government of the Republic of Rwanda through the Rwanda Transport Development Agency (RTDA), as Client, has secured funds to cover eligible payments for the consultancy services of an individual consultant, as an International Expert, in development of the "Inland waterways transport infrastructure" for a period of 24 months.


The RTDA now invites eligible individual consultants to indicate their interest in providing these services. Interested consultants must provide information indicating that they are qualified to perform the services (brochures, description of similar assignments, experience in similar conditions, availability of appropriate skills among staff, etc.).

The objective of these technical assistance services is to reinforce the capacity and capability of the Ministry of Infrastructure and the RTDA, to contribute to the development of a sufficiently strong transportation sector and to support more efficiently the growth of the national economy, and poverty reduction.

The Consultant will be selected in accordance with the Individual Consultant method set out in National Procurement Procedures. The evaluation criteria will focus on the profile of the consultant, the experience of the consultant in maritime infrastructure; and the description of similar assignments as described in Terms of Reference available on the RTDA's website (www.rtda.gov.rw). Interested consultants may obtain further information in E-Procurement system, via: www.umucyo.gov.rw, through "Communication".

The applications together with detailed CV signed by the Individual Consultant, academic certificates and professional certificates must be submitted through the E-procurement system, via: www.umucyo.gov.rw not later than Friday, 5th May 2017 at 4:00 p.m.

Sincerely,


Guy M. KALISA
Director General



Website: <http://www.rtda.gov.rw>

TERMS OF REFERENCE AND SCOPE OF SERVICES FOR AN INTERNATIONAL EXPERT IN DEVELOPING INLAND WATERWAYS TRANSPORT INFRASTRUCTURE

1. Context

The Ministry of Infrastructure – through the Rwanda Transport Development Agency (RTDA) – has underlined the fact that so far there is a gap in quantitative and qualitative know-how with respect to all modes of transport and in particular regarding inland waterways transport and to a lower extent rail transport.

The Ministry of Infrastructure has explicitly expressed the need to optimally fill this gap by attracting additional available know how from outside the Ministry in order:

- To speed up with both existing and newly projects to be developed and
- To optimally transfer know-how as much as possible to the own employees of RTDA.

2. Objectives

The development of the transport sector and implementation of new transport infrastructure is one of the core pillars of the Rwanda Economic Development and Poverty Reduction Strategy (EDPRS) that will guide the country to a sustainable level of development.

Furthermore, transportation has been recognized as one of the strategic drivers in the Vision 2020 declaration to further develop the country's economic and social environment.

The objective of these technical assistance services is to reinforce the capacity and capability of the Ministry of Infrastructure and the RTDA, to develop and to manage a sufficiently strong transportation sector and to contribute more efficiently to the growth of the national economy, to economic development and to poverty reduction.

The Expert services are undoubtedly needed for on-going specialized projects in the inland waterways sector as well as for newly to set up transportation projects.

3. Description of the Tasks

The international Expert in inland waterways with knowhow of other modes of transport and with a long-term experience in waterborne economics and infrastructure projects will have to actively contribute to the hereunder mentioned tasks.

However, both the Expert and RTDA are aware of the fact that circumstances over the contract period may demand for changes in the tasks to be executed. This listing should therefore be dealt with in a flexible way and not be seen as an absolute and "untouchable" schedule.

3.1 Implementation of the navigability of the Akagera River

Given the situation that the Request for Proposals on the "**Feasibility and Financial Modelling Study on the Akagera River From Kagitumba (Rwanda) to Lake Victoria**" has been published in advance of the date of the commencement of this Contract, the Expert will analyse and follow-up these proposals, participate in the assignment of the to be selected consultant and lead the team on clients' side to assist the consultant in the execution of the contract and analyse the outcomes of the study.

Based on the study outcome appropriate recommendations will be presented to the GOR and other stakeholders (including bordering countries Uganda, Tanzania, EAC, etc) and financial institutions (World Bank, etc).



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The recommendations and decisions made on basis of these recommendations may very well lead to a next phase of the project, i.e. setting up a detailed design study, a thorough Environmental Impact Analysis and the development of a PPP structure.

The detailed design will include the construction of a navigable Akagera river with focus on canalization, locks, riverbed management and dredging elements, the development of ports along the river and in particular the design of an inland river port at Kagitumba with a free zone area.

3.2 Implementation of a reliable waterways transportation (IWT-) system on Lake Kivu

At the beginning of this Contract the "**Lake Kivu Inland Waterways Transport Project**" will most probably be in the phase of implementation.

Depending on the study outcome and the decisions to be made by the relevant authorities on the continuation of the project, the various tenders will be placed in the market for the actual construction of passenger and cargo vessels, main and small ports, a small shipyard facility and training facilities for the crews of the vessels.

3.3 Development of inland waterways transport on other Rwandan lakes

Although most of the other Rwandan lakes seem to be too small for a more structured and formalized professional ferry system, it may be worthwhile to investigate the possibilities of carrying-out pre-feasibility studies on the economic and financial aspects of the navigability of some of those lakes.

The expert will prepare TOR's for such traffic analyses and will organize consultancies with stakeholders to analyse the needs and interests.

3.4 Feasibility study on navigability of the Rusizi River

A small desk study has been done in 2013 in order to investigate the real value to further explore the possibility of making the Rusizi River navigable for inland waterways transport. At first glance such navigability doesn't seem to be very realistic. The river has a major elevation over a very short distance with many rapids and other bottlenecks.

Nevertheless, both in the framework of the EAC and given substantial interest from the World Bank to look at the navigability more in detail, a feasibility study will be structured. The Expert shall prepare the TOR for such study and further take all relevant actions during the contract period.

3.5 Reconstruction of the Lake Muhazi dam

Although Lake Muhazi is an integral part of the Nyabugogo Watershed Management Plans, nevertheless the structure of the dam on the western side of the lake may be looked at separately.

The quality of the dam structure is very mediocre and should be subject to a major improvement or even complete replacement by a more solid and stable dam.

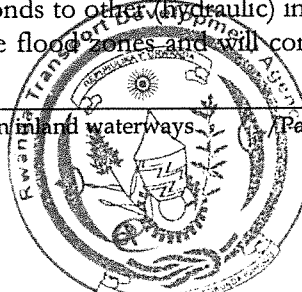
At this moment no specific long term actions have been taken so far. The setting up of TOR for a technical design study may be foreseen in the contract period.

3.6 Flood control issues

At various locations in the country flooding of (built) environment takes place due to heavy - and increasing - rainfall in combination with increased intensive use of the land.

For each of these locations specific measures are supposed to be taken, varying from drainage channels, road crossing culverts, catchment ponds to other (hydraulic) infrastructure.

The Expert will be involved in some of these flood zones and will contribute to structural solutions for these problems.



3.7 Development of a national inland waterways transport strategy & policy.

Within the Ministry of infrastructure of Rwanda the further development of an inland waterways transport sector is in need of a more structural basis for this mode of transport.

The potential of the main lakes and some of rivers for passenger and freight transportation, plus the explicit focus on other sectors of the economy, such as fishing, tourism and ship building make this mode of transport an economically, socially and environmentally very attractive addition and/or alternative for the other existing modes of transport.

Establishment of an inland waterways transport strategy to optimally develop the waterborne transport sector is therefore a necessity.

The to be attracted Expert shall further participate in this project and contribute to develop a blueprint for such strategy, which will be embedded in the national transport strategy plans of the Government of Rwanda.

This strategy will be consistent with the developments to this respect in the EAC.

Furthermore, the strategy shall be in line with the international regulations and legal structures, which have been set in the international maritime context (such as IMO, UNEP, UNDP).

The maritime strategy will form the basis to be presented short and medium term maritime policies, in which specific projects will be developed and implemented.

Intention is to establish a special authority to be responsible for inland waterways transport including infrastructure development such as the maintenance and development of canals and waterways, ports and harbors.

In this regard, a specific national inland Waterways Transportation Act for maritime and inland waterways should be embedded in the national transportation policy.

3.8 Development of a national Inland Waterways Transportation Act

In line with the development of a national IWT strategy & policy plan there is an implicit need for a comprehensive legal structure for the regulation of such transport and its stakeholders.

A first draft of such law has been composed in the course of 2016.

The actual status is that the draft law will be checked and made consistent with the national laws of Rwanda and with the international legal structures to this respect, and in particular the global legislations as well as the EAC activities in this field.

The expert shall bring in his extensive expertise gained in similar projects elsewhere and in the framework of the International Maritime Organization IMO.

3.9 Support to other modes of transport.

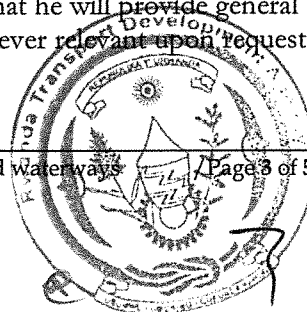
Although basically involved in water-related infrastructure projects under this Contract, the Expert shall have experience in other modes of transport.

The Expert may therefore be involved in advising and contributing to these subjects.

3.10 Capacity building

The expert will actively work together with his colleagues in the divisions responsible for inland waterways at RTDA and beyond in order to transfer know how and experience to the local staff members.

Given the background of the Expert it is expected that he will provide general transport economic and technical support on other modes of transport whenever relevant upon request and/or unrequested.



4. Communication & other skills

The expert shall submit all his reports and other documents to the Director General of RTDA for review and/or to any other staff member upon explicit assignment by the Director General.

Furthermore the expert shall deliver a quarterly report on accomplished tasks and foreseen activities in the next quarter. These quarterly reports will include possible bottlenecks and deviations from the original tasks.

The Consultant must be sufficiently flexible and willing to possibly work on a part-time basis. The expert will have to manage all Maritime infrastructure projects, and be familiar with the procedures of the principal multilateral silent partners, such as the European Union, the African Development Bank, the World Bank and relevant UN-organizations for easy communication with the staff.

5. Profile of the Consultant

The Consultant will be selected in accordance with the Individual Consultant method set out in National Procurement Procedures.

The consultant shall:

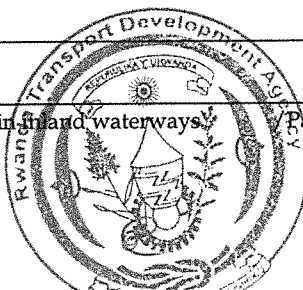
- a) Have a minimum of a master's degree in waterways transport or related field with experience not less than eight (8) years or a Bachelor's degree in waterways transport or related field from a recognized University with experience of over 10 years.
- b) In-depth knowledge of waterways transport or related field sub-sector and good knowledge and experience in the development of waterway transport infrastructure projects of fifteen (15) years of relevant experience is required.
- c) A minimum of ten (10) years' hands-on working experiences in similar projects including procurement and contract administration.
- d) Have participated or served as a key staff or Team Leader in at least in five detailed technical studies projects for the development of five (5) waterways transport or related field of similar magnitude as aforesaid projects, in the last ten (10) years.
- e) Be familiar with computer tools: software of word processing, spreadsheet, and database and project management to ensure proper transfer of skills to the RTDA staff.
- f) Must have a working experience in the region (sub-Saharan Africa region) for at least 2 years; fluency in written and spoken English or French is mandatory, and be able to work in the other language to ensure easy dissemination of knowledge and skills to RTDA and MININFRA staff. Being bilingual will be an added value.

A detailed CV signed by the Consultant and academic certificate shall be submitted.

6. 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)	55%
(iii)	Language capacity	10%
(iv)	Experience with International donor agencies funded projects in the region	5%
	Total weight	100%



The evaluation criteria will focus on:

- Profile of the Consultant;
- Experience of the Consultant in maritime infrastructure;
- Description of similar assignments.

7. DURATION OF THE ASSIGNMENT

The assignment will be for a period of **Twenty Four (24) months**, and at the end of each year, a performance evaluation of the expert will be conducted after the Twelve (12) months.

8. MODE OF APPLICATION AND APPLICATION DEADLINE

The applicant should provide:

- (i) Full time contact mail address and mobile phone numbers;
- (ii) Contact details of his/her Clients/Employers in the last 5 years and
- (iii) Names of three referees and their contact e-mail addresses including mobile phone numbers.

The applications together with detailed CV signed by the Consultant, academic certificates and professional certificates must be submitted through the E-procurement system, via: www.umucyo.gov.rw not later than **Friday 5th May 2017 at 4:00 p.m.**



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