

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

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 to be developed projects 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.

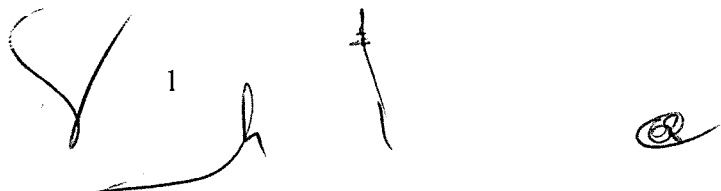
The objective of these technical assistance services is to reinforce the capacity and capability of the Ministry of Infrastructure and the RTDA, to develop and to manage a sufficiently strong transportation sector and to contribute more efficiently to the growth of the national economy, to economic development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

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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).

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 "Detailed Design Study for the Lake Kivu Inland Waterways Transport Project" will most probably be in the phase of having received a final report, to be delivered by the consultant Wapcos from India. The prime task of the Expert will be the analysis of the final report plus supporting documents and the verification of the results with the set specifications.

In particular the analysis and implementation of the proposed PPP structure will be an essential part of the works.

Dependent on the 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.

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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 Nyabugogo river watershed management

The frequent floodings in the Nyabugogo and Nyaborongo watershed made clear that the entire watershed of these rivers should be investigated and redesigned. The rivers are flooding downstream during rainy seasons, the river banks are being affected by high erosion, and river beds are now characterized by increased sediment loads and siltation, bringing the river bottoms to an unacceptably high level in comparison with its surrounding lands.

An integrated watershed management plan would address the above issues and reverse the current trend of catchment degradation

A TOR has been drafted for carrying out a study for the development and detailed design of Nyabugogo Watershed control systems. This study should result in the implementation of specific technical measures and structures.

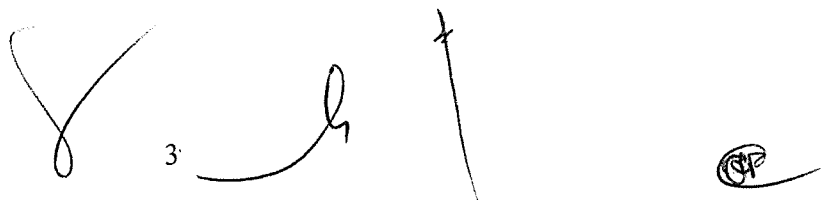
At the start of this contract an EOI for the various elements of the study may have been published. The role of the Expert shall be to further contribute to the study and focus primarily on the RTDA-related issues of the project with emphasis on the hydraulic aspects.

3.6 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.



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3.7 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.

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

Within the Ministry of infrastructure of Rwanda the further development of a Maritime and 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).

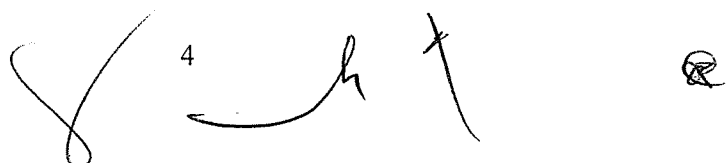
The maritime strategy will form the basis for the to be presented short and medium term maritime policies, in which specific projects will be developed and implemented.

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.

3.9 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.

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A first draft of such law has been composed in the course of 2012. 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.

3.10 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 in contributing to these subjects.

3.11 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.

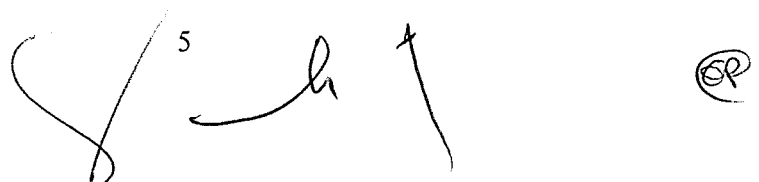
Furthermore the expert shall deliver a quarterly report on accomplished tasks and foreseen activities in the next quarter. These quarterly reports will include possible bottlenecks and deviations from the original tasks.

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 shall possess a minimum of a master's degree in waterways transport or related field with experience not less than 8 years or a Bachelor's degree in waterways transport or related field with experience of over 10 years.

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The expert will have to 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.

The expert will have to be fluent in the English and/or the French language in speech and writing, and be able to work in the other language to ensure easy dissemination of knowledge and skills to RTDA and MININFRA staff.

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

6. Evaluation

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

The evaluation criteria will focus on:

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

Well printed detailed CV signed by the Consultant and academic certificate, properly bound and presented in four (4) copies one of which is the original must reach the RTDA Procurement Office at the address mentioned below not later than *Tuesday 22nd December 2015 at 10:00AM.*

Address:

RWANDA TRANSPORT DEVELOPMENT AGENCY (RTDA)

P.O Box 6674, Kigali-Rwanda

African Union Boulevard

E-mail: procurement@rtda.gov.rw

