



KAMPALA CAPITAL CITY AUTHORITY

Notice of Expression of Interest for the provision of consultancy services to carry out feasibility studies for the redevelopment of the Old Taxi Park in Kampala, Uganda

Procurement Reference number – KCCA/CONS/18-19/00131

1. Kampala Capital City Authority (KCCA) has received funds from the **Netherlands Enterprise Agency (RVO) under the Develop2Build (D2B) programme** to a tune of **EUR (€) 920,000.00** to be used for the acquisition of the consultancy services described below. Through the Develop2Build (D2B) programme, the Ministry of Foreign Affairs of the Netherlands provides support to governments in developing relevant infrastructure with positive effects on people, the environment and society.
2. Kampala Capital City Authority now invites eligible consultants (firms) to submit sealed expressions of interest to carry out feasibility studies for the redevelopment of the Old Taxi Park and surrounding areas in Kampala, Uganda. Kampala as the capital city of Uganda has a population of 1.5 million inhabitants and 3.5 million in the Metropolitan Area. This population is projected to grow to 8-10 million people by 2030. It therefore creates both challenges and opportunities for urban transport and connectivity in the city. It is to this effect that KCCA has prioritised reforms in the city transport system focusing on transit oriented development and prioritizing sustainable and integrated public transport modes.

The Old Taxi Park is the biggest and busiest public transport terminal in the country. It is located in the centre and busiest part of Kampala, and has served as a major public transport hub for many years. It is estimated that over 200,000 people transit through this park daily to their different destinations. The park also provides workspace for over 25,000 people including taxi drivers, conductors, vendors and small business owners. Currently the Old Taxi Park is crowded with inadequate facilities and is difficult to access. The taxis waste a lot of productive time in the queue on entry and exit to the park and this affects the productivity of the downtown area. The private sector which also owns part of the land around the park are desirous of developing their real estate. A clear development master plan for the area is therefore critical to ensure that all the developments are coordinated and integrated. The redevelopment of the taxi park is also a key intervention in the reform of the public transport system in Kampala. The redevelopment is expected to be aligned with the proposed public transport network including the BRT and Non-Motorized Transport network. The main objective of this project is to increase the economic potential of the downtown area by redesigning and redevelopment of the Old Taxi Park which is a source of livelihood for more than 25,000 people and transit hub for over 250,000 daily commuters. These will be the primary beneficiaries of the redevelopment. The studies must address the social and environmental issues to ensure the impact on the current people operating in the park is minimized. Any displacement of current stakeholders should be minimized. The redevelopment of the park will focus on maximizing the economic potential of the downtown areas including improving mobility and accessibility. The aim is to make the downtown area more attractive for business while providing modern facilities for the commuting public. The redevelopment will be undertaken in such a way as to enable integration into the overall public transport improvement plan. The focus will be on promoting sustainable modes of transport including NMT corridors, park & ride facilities, sanitation facilities, facilities for people with disabilities, green public spaces and landscaping. The master plan for the redevelopment will also integrate the private real estate developments around the park. All the private real estate owners will be

engaged during the feasibility and design phases to ensure their views and plans are incorporated in the final plan.

The assignment will consist of 19 studies of both hard and soft infrastructural components organised within three phases. Phase 1 will be focused on the baseline and SWOT assessment to provide an analysis of the current situation in the study area as well as the objectives for the area and the project. The consultants will identify the key strengths, weaknesses, opportunities and threats for the redevelopment of the Old Taxi Park. The information collected in the first phase should provide a preliminary overview of the initial feasibility of the project, the engagement of stakeholders and the availability of funding options. After phase one, a “Go/No-go” decision will be made. Phase 2 will then focus on developing an integrated development strategy and master plan for the Old Taxi Park. After Phase 2, a “Go/No-go” decision will be made to decide whether the project will progress to the next phase. This decision will be based on the identified financing sources and preliminary analysis of economic and financial impact and Terms of Reference (ToRs) for ESIA. Phase 3 will focus on the updated/detailed design and feasibility. In phase 3, the consultants shall update the designs and cost estimates in the proposed strategy, providing more details and accuracy. The consultants shall assess the overall feasibility of the OTP development and advise on a strategy for its financing and implementation.

To this end, assignment will have the following 9 deliverables and 10 tasks;

Phase 1: Baseline and SWOT assessment.

Deliverable 1: Baseline and SWOT Assessment:

Task 1. Inventory of existing conditions

Task 2: Environmental conditions analysis including recommendations

Task 3: Accessibility and intermodal integration

Task 4: Analysis of public realm and urban design

Task 5: Land and real estate market analysis

Task 6: Stakeholder and communication strategy

Task 7: Preliminary review of financing options including suitability for implementation under PPP arrangement

First GO/NO-GO decision

Phase 2: Integrated Strategy Development and Master Plan

Deliverable 2: Programming strategy for land use and infrastructure:

Task 8: Programming strategy for land use and infrastructure

Deliverable 3: Public Transport Strategy:

Task 9: Strategy for the use of the terminal and public transport accessibility

Deliverable 4: Preliminary Design and Master Plan:

Task 10: Vision and initial design concept

Task 11: Preliminary technical feasibility, design and cost estimates of the OTP terminal

Task 12: Design of master plan for the OTP area

Deliverable 5: Preliminary Impact Analysis and ToRs for ESIA:

Task 13: Preliminary economic and financial impact analysis and ToRs for ESIA

Second GO/NO GO decision

Phase 3: Updated Design and Feasibility

Deliverable 6: Operations & maintenance plan:

Task 14: Management and functional/operational requirements for bus terminal

Deliverable 7: Updated design and technical specifications

Task 15: Updated design and cost estimates of the OTP

Deliverable 8: Implementation and procurement plan

Task 16: Identify implementation and procurement strategy

Deliverable 9: Socio-Economic Feasibility Study and ESIA:

Task 17: Socio-economic feasibility study (updated economic and financial impact analysis and ESIA)

Deliverable 10: Financing and business Plan:

Task 18: Formulation of a financing strategy and business Plan

Deliverable 11: Tender documents for project implementation/draft PPP contract:

Task 19: Tender documents for project implementation and draft PPP contract if required

Estimated project duration;

Phase I: 3 months

Go / No Go Decision: 1 month

Phase II: 6 months

Go / No Go Decision: 1 month

Phase III: 10 months

3. Interested consultants should provide information demonstrating that they are eligible and possess the required qualifications to perform the services supported with relevant documentation.
4. The short listing criteria will include:
 - (a) the capacity of a consultant to perform the assignment successfully; and
 - (b) the eligibility of a consultant.

To determine the capacity of the consultant (firm), the following shall be established;

- (a) the experience of the consultant in assignments of a similar nature;
- (b) the experience of the consultant in countries with conditions similar to the conditions in Uganda;
- (c) the skills of the consultant that are relevant to the assignment;

The experience of the consultant in assignments of a similar nature shall be;

- i. Demonstrable and extensive experience in developing feasibility studies (technical, economic and financial) and business modelling;
- ii. Demonstrable and extensive experience in exploring environmental and social challenges and formulating technical, institutional, regulatory, and legislative and policy recommendations to address those issues. Such experience in Africa is an asset;

- iii. At least 10 years of experience on similar assignments in the transport and mobility sector and related (master) planning and strategy development (Transit Oriented Development);
- iv. Proven experience and records of successful completion of at least 2 projects similar by nature and complexity, during the past 5 years. Similar experience in Uganda is an advantage;
- v. Availability of experienced and qualified personnel to undertake the assignment as per the requirements of the TORs, including experts in the urban and public transport sector, engineering, environmental and social studies, and public consultation.

The experience of the consultant (firm) in countries with conditions similar to the conditions in Uganda shall be;

- i. Proven experience and records of successful completion of at least 2 projects similar by nature and complexity, during the past 5 years. Similar experience in Uganda is an added advantage.

The skills of the consultant that are relevant to the assignment shall be a core team that should at least cover the required expertise below:

- i. Urban planning/design and/or architecture;
- ii. Urban transport planning (transit oriented development) and/or urban traffic engineer and/or public transport planning;
- iii. Economic and financial expertise and/or procurement and PPP expertise;
- iv. Expertise of Environmental and Social Impact Assessments (ESIAs) in line with the IFC Performance Standards (or similar standards);

Senior experts may cover several of these fields. However, a minimum of 4 key senior experts (in addition to the Team Leader) is required to be demonstrated in the proposal with CVs. Senior key experts should have completed at least 3 similar projects. Fluency in both written and spoken English is mandatory, and good communication skills are essential.

The mix of international and national experts is up to the consultant, but the inclusion of national experts is appreciated and included as an evaluation criterion.

To determine the eligibility of the Consultant, the following documents shall be required;

- (a) a copy of the trading licence of the consultant or its equivalent;
- (b) a copy of the certificate of registration of the consultant or its equivalent;
- (c) a signed statement indicating that the consultant does not have a conflict of interest in the subject of the procurement;.

For consultants whose businesses are not registered in Uganda, and the documents required above are not available in the country of the consultant, the consultant shall submit an alternative document or a statement affirming that the document is not available in the country of the consultant.

- 5. Consultants may associate with other firms in the form of a joint venture to enhance their qualifications. The form of association, where applicable, should be indicated in the Expression of Interest. The consultant team should include a mix of international and local experts. Participation in tendering is open on equal terms to consultancy firms, individually or in association (Joint Venture or Sub Consultancy). It should be clearly indicated which organisation is the lead applicant/service provider and ultimately

responsible for task delivery and (financial) reporting.

6. Preference schemes shall apply when evaluating Request for Proposals from the shortlisted consultants.
7. Interested eligible consultants may obtain further information at the address given below from **8:30 am – 4:30 pm on working days excluding public holidays**.
8. Sealed Expressions of Interest (hard copies) in English or accurately translated in English in one (1) original and two (2) copies must be delivered to the address below at or before

Time: **11:00 am (Kampala Local Time)**

Date: **Wednesday 10th October, 2018**

Address: **The Procurement and Disposal Unit**

Kampala Capital City Authority

Plot 1 – 3 Sir Apollo Kaggwa Road

City Hall, Room B112

Tel: + **256 204660016/ + 256 794661432**

Country: **Uganda**

Email: dakatuhwera@kcca.go.ug; hmutayoba@kcca.go.ug;

cc akitaka@kcca.go.ug;

9. The notice of expression of interest is available at KCCA's website at <https://www.kcca.go.ug/tenders>; at the PPDA website at http://gpp.ppda.go.ug/page/bid_details; and at the dg Market: website at <https://www.dgmarket.com/tenders/np-notice.do?keywords=¬iceId=23912503>;

10. The planned Procurement schedule (Subject to changes) is as follows:

Activity	Date
a. Publication of Notice of Expression of Interest	Tuesday 11 th September, 2018
b. Closing date for receipt of Expression of Interest	Wednesday 10 th October, 2018
c. Evaluation of Expressions of Interest	Monday 15 th October, 2018
d. Display of shortlist	Wednesday 24 ^h October, 2018

ACCOUNTING OFFICER