



**THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF WORKS
TANZANIA NATIONAL ROADS AGENCY**



REQUEST FOR EXPRESSION OF INTEREST

PROPOSAL NO.: TR36/2023/2024/C/72

FOR

PROPOSAL DESCRIPTION: Consultancy Services for Feasibility Study, Detailed Engineering Design and Preparation of Tender Documents for Upgrading of Bariadi - Kisesa - Mwandoya - Ngh'oboko road to bitumen standard (102km)

08/04/2024

ABBREVIATIONS AND ACRONYMS

EoI	Expression of Interest
G.N.	Government Notice
GPN	General Procurement Notice
ICS	International Competitive Selection
NCS	National Competitive Selection
NeST	National e-Procurement System of Tanzania
PPA	Public Procurement Act, Cap. 410



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1. This invitation for expression of interest (pre-qualification) follows the General Procurement Notice (GPN) dated 09/11/2023.
2. The Government of Tanzania has set aside funds for the operation of the TANZANIA NATIONAL ROADS AGENCY during the financial year 2023/2024. It is intended that part of the proceeds of the fund will be used to cover eligible payments under the contract for the Consultancy Services for Feasibility Study, Detailed Engineering Design and Preparation of Tender Documents for Upgrading of Bariadi - Kisesa - Mwandoya - Ngh'oboko road to bitumen standard (102km).
3. The TANZANIA NATIONAL ROADS AGENCY now invites eligible all eligible tenderers to indicate their interest in providing the services which include Consultancy Services for Feasibility Study, Detailed Engineering Design and Preparation of Tender Documents for Upgrading of Bariadi - Kisesa - Mwandoya - Ngh'oboko road to bitumen standard (102km) for a period of 425
4. Interested all eligible tenderers must provide information indicating that they are qualified to perform the services by submitting consultant's profile, description of similar assignments, experience in similar conditions, availability of appropriate skills among staff, etc. Consultants may/may not associate to enhance their qualifications.
5. Selection will be conducted through the Quality and Cost Based Selection selection procedures specified in the Public Procurement Regulations.
6. Interested eligible consultants may obtain further information through National e-Procurement system (NeST)
7. Expressions of Interest (EoI) must be delivered though NeST before deadline indicated on NeST.

**Chief Executive
P.O. Box 11364**

EVALUATION CRITERIA

Commercial Evaluation

1. Eligibility

Litigation History (SCORE: N/A)

Tenderers are required to provide litigation records resulting from contracts completed or ongoing under their execution (In case of Joint Venture, compliance requirements are all Parties Combined – Must Meet requirements and Each Member – Must Meet requirements).

Litigation History Start Year	2019-01-01
Litigation History End Year	2023-12-31

2. Standard Tender Forms

Notarized Special Power of Attorney (SCORE: N/A)

Tenderers must fill in Standard Power of Attorney as per the required format and upload into the system.

Technical Evaluation

1. Experience

Specific Experience (SCORE: N/A)

Specific Experience	Consultancy Services for Feasibility Study, Detailed Engineering Design and Preparation of Tender Documents for Upgrading Project Roads at least 50 Kilometers
Specific Experience Start Year	2014-01-01
Specific Experience End Year	2023-12-31
Number of Specific Experience Contracts	2
Value of Specific Experience Contracts in the specified currency	500000000

2. Key Personnel

Key Personnel (SCORE: N/A)

Categories of Key Personnel	Education Level	Experience of Key Personnel	Number of Required Key Personnel
Highway Engineer	He/she must be a registered	He/she must have a minimum of ten (10)	1

	professional Civil Engineer with at least BSc in Civil Engineering. Postgraduate qualification in Highway Engineering is an added advantage.	years cumulative experience in road studies and designs. He/She must have served in a similar capacity on at least three (3) projects of similar magnitude and complexity in the last 10 years. He/she must have at least three (3) years working experience in Sub Sahara Africa. Proficiency in both written and spoken English is essential	
Transport Economist	He/she shall have a minimum of BA in Economics/BSc in economics. A postgraduate qualification in transport economics is an added advantage	He/She must have at least ten (10) years of working experience in carrying out socio-economic analysis of public investment projects. He/she must have served on similar position in at least three (3) projects of road investment studies of similar magnitude in the last ten (10) years. He/she must have at least three (3) years working experience in Sub Sahara Africa. He/she must have proven knowledge and experience in use of HDM-4 model. Proficiency in both written and spoken English is essential.	1
Team Leader	He/she must be a registered engineer with a relevant professional regulatory body and with at least BSc in Civil Engineering. Postgraduate qualification in Highway Engineering is an added advantage	He/she must have a minimum of ten (10) years' experience related to road studies and design. He/she must have served in a similar capacity on at least three (3) road projects of similar nature and complexity in the last ten (10) years. He/she must have a working experience of at least three (3) years in sub-Saharan Africa. Proficiency in both written and spoken English is essential	1
Support and Backup staff including Geotechnical Engineer and Wildlife Expert	their qualifications will not be considered in the evaluation of the proposals.	their qualifications will not be considered in the evaluation of the proposals.	2
Bridge/ Structural Engineer	He/she must be a registered professional Engineer with at least BSc in Bridge, Structural or Civil Engineering. Postgraduate qualification in Bridge/Structural Engineering is an added advantage	He/she must have a minimum of ten (10) years' experience in studies and detailed design of bridges/structures. He/She must have served as a Bridge/Structural Engineer on at least three (3) bridge projects of similar magnitude and complexity involving design of road bridges in the last 10 years. He/she must have at least three (3) years working experience in Sub Sahara Africa. Proficiency in both written and spoken English is essential	1
Hydrologist	He/she must be a registered professional Engineer with a degree in hydrology qualification. Postgraduate qualification in Hydrology/Hydraulics Engineering	He/she must have at least eight (8) years working experience related to water/flood management schemes. The ability to use appropriate flood design models is essential. He/she should have served as a	1

	is an added advantage	Hydrologist on at least three (3) roads projects of similar magnitude and complexity in the last ten (10) years. He/she must have at least three (3) years working experience in Sub Sahara Africa. Proficiency in both written and spoken English is essential.	
Environmentalist	He/She must be a registered Environmental Impact Assessment Expert with a degree in Environmental Management, Environmental Engineering or Public Health Engineering. Post-graduate qualification in Environmental Management or Environmental Engineering is an added advantage	She/he must have at least ten (10) years cumulative experience related to environmental issues. She/he must have done an EIA of at least three (3) projects of a similar nature within the last ten (10) years. She/he must have at least 3 years working experience in Sub Saharan Africa. Proficiency in written and spoken English and Swahili are mandatory	1
Valuer	She/he must be a registered Valuer with a Bachelor degree or Advanced Diploma in Land Management and Valuation. A postgraduate qualification in land management and valuation is an added advantage	She/he must have a minimum of ten (10) years cumulative experience in conducting valuation of properties in infrastructure projects. She/he must have done valuation on at least three (3) development projects within the last 10 years. She/he must have at least 3 years working experience in Sub Saharan Africa. Proficiency in both written and spoken English and Swahili are mandatory.	1
Topographical Surveyor	He/she must be a registered Surveyor with at least an Advance Diploma in in Land surveying qualification.	He/she must have at least eight (8) years of cumulative experience related to Land surveying activities in infrastructure projects. He/she must have served as a Topographical Surveyor on at least three (3) road projects of similar magnitude and complexity in the last ten (10) years. He/she must have at least three (3) years working experience in Sub Sahara Africa. Proficiency in both written and spoken English is essential.	1
Sociologist	He/She shall be a holder of a Degree in Sociology. Post graduate qualification in Social science is an added advantage	She/he must have at least ten (10) years cumulative experience related to social issues. She/he must have done a SIA on at least three (3) road development projects within the last ten (10) years. In addition, He/She must have at least 3 years working experience in Sub-Sahara Africa. Proficiency in both written and spoken English and Swahili are mandatory.	1
Soils / Materials Engineer	He/she must be a registered professional Engineer with a degree in Materials, Civil Engineering or related field. A postgraduate qualification in pavement engineering is an added advantage.	He/she must have a minimum of ten (10) years of specific experience in pavement evaluation, materials testing, soils investigation and pavement design. He/she must have served as Soils/Materials Engineer on at least three (3) road projects of similar magnitude and	1

		complexity in the last ten (10) years. He/she must have at least three (3) years working experience in Sub Sahara Africa. Proficiency in both written and spoken English is essential	
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Description of Services

The road improvement is part of the Government strategy to accelerate the development of its road network for the country socio-economic development.

Bariadi - Kisesa - Mwandoya -Ngh'oboko\ Mwandoya Jct Road (102 Km) is a regional road starts at Bariadi and end at Ngh'oboko where the road meets with Lalago - Sibiti trunk road, the road passing through various villages including Isenga, Lubiga, Kisesa, Mwandoya and ends at Ngh'oboko village, Also, the project road is shortcut to Simiyu from Singida region.

The road crosses major seasonal river such as Kisesa at 31+500, Lubiga at 56+500, Inonelwa at 78+300, Also, it crossing sections with swampy and flood plain areas including several drainage structures, such as box culverts, series of pipe culverts vented and solid drifts at various locations.

The road passes through areas with potential assorted economic opportunities such as small-scale gold mining, agriculture and livestock. Further, the road traverses through the area with lot of activities like schools, health centres, religious buildings, public offices, None Governmental Organizations Offices and small shops. However, these economic potentials are not fully exploited due to lack of reliable road transport infrastructure.

At the major village center of Mwandoya where construction corridor is limited with the settlements and unsafe junction, the bypass should be considered in supplementary to spur roads.

Due to the socio-economic importance of the project area, the Government of Tanzania using its own funds has taken several initiatives to improve the road sections through periodic and routine maintenance. The maintenance operations carried out on this road at the moment are Routine and Recurrent, Spot and Periodic Maintenance which involves spot gravelling, grading, vegetation control and de-silting of drainage structures on the existing road alignment.

The road is currently engineering gravel roads of width varying from 6m to 8m in good condition, however, it pass able with difficulties during the rain seasons due to inadequate discharging capacity of crossing drainage. During the dry seasons traffic riding quality is intermittent especially daytime which cruising speed range from 60 to 80kmph when get full gravel maintenance. The traffic on this road is suppressed due to the poor condition of the road at times. However, it is expected that the traffic will be generated after upgrading it to bitumen. The road geometry is in good to fair with some sharp curves and flat terrain at some locations which makes the existing road alignment unsafe for high speed.

The road crosses several undulation having various types of crossing drainage structures mostly pipe culverts, box culverts, and unlined side drains. Design of all drainage structures along the entire project road is part of this assignment. It crosses some area which will require special attention, notably, at chainage 77+00 to 94+00, flood plain sections and where cattle are crossing.

Upgrading of the road is intended to facilitate economic growth as it will reduce transport costs, travel time as well as to boost mining industries, agricultural and livestock potentials in the project area. Furthermore, upgrading of the road will increase the efficiency of road transport and will play a shortest route between Simiyu to Singida and the neighbouring Regions of Shinyanga. The improvement of the road is likely to stimulate the transportation of the mining and agro-products, therefore, provide catalytic impacts in reducing poverty through socio - economic growth than dextrous benefits of people alongside the project road

Scope of Activity

The Consultant shall carry out all the tasks necessary to achieve the defined objectives. The services shall be carried out in two phases namely:

Phase I: Feasibility study, preliminary design and cost estimates including preliminary environmental and social impact assessment and preliminary resettlement action plan for the project.

Phase II: Detailed engineering design, preparation of bidding documents, including detailed environmental and social Impact assessment, detailed resettlement action plan and valuation of properties to be affected by the project.

Progression of the Consultancy services contract from Phase I to Phase II shall depend on the results of the feasibility study.

Cost for each phase of the Consultancy services shall be estimated separately.

The Consultant shall carry out the Environmental and Social Impact Assessment. The Assessment shall be undertaken in accordance with the requirements of the environmental legislations and policies of the United Republic of Tanzania.

The Client will provide the Consultants with available data relevant to the study objectives and services. The Consultant shall however be solely responsible, for the accuracy, analysis and interpretation of all data received and for the recommendations in the reports.

The Consultant shall design road to a design life of 20 years including carrying out analysis of climbing lanes, to determine suitable area for climbing, escape ramp, study of the terrain and pedestrians and traffic at the populated centers, cattle crossing infrastructures and design a relevant service roads and streetlights to safeguard segregation of traffic, pedestrians and cyclists and introduction of truck lay bay area along the route. The street light should be solar powered type.