



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



REQUEST FOR EXPRESSION OF INTEREST

PROPOSAL NO.: TR36/2024/2025/C/68

FOR

PROPOSAL DESCRIPTION: Consultancy Services for Economic Study, Detailed Engineering Design, Environmental & Social Impact Assessment and Preparation of Tender Documents for Rehabilitation of Manga – Segera – Tanga – Harbours (Proposal for Road Widening) to Bitumen Standard (155km).

03/12/2024

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



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



REQUEST FOR EXPRESSION OF INTEREST

TR36/2024/2025/C/68

FOR

Consultancy Services for Economic Study, Detailed Engineering Design, Environmental & Social Impact Assessment and Preparation of Tender Documents for Rehabilitation of Manga – Segerera – Tanga – Harbours (Proposal for Road Widening) to Bitumen Standard (155km).

03/12/2024

1. This invitation for expression of interest (pre-qualification) follows the General Procurement Notice (GPN) dated 20/08/2024.
2. The Government of Tanzania has set aside funds for the operation of the TANZANIA NATIONAL ROADS AGENCY during the financial year 2024/2025. 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 Economic Study, Detailed Engineering Design, Environmental & Social Impact Assessment and Preparation of Tender Documents for Rehabilitation of Manga – Segerera – Tanga – Harbours (Proposal for Road Widening) to Bitumen Standard (155km)..
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 Economic Study, Detailed Engineering Design, Environmental & Social Impact Assessment and Preparation of Tender Documents for Rehabilitation of Manga – Segerera – Tanga – Harbours (Proposal for Road Widening) to Bitumen Standard (155km). for a period of 490
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 it into the system.

Technical Evaluation

1. Experience

Specific Experience (SCORE: N/A)

Specific Experience	Consultancy Services for Feasibility Study, Detailed Engineering Design, Environmental and Social Impact Assessment and Preparation of Tender Documents for at Seventy (70 Km) Upgrading of Road to Bitumen Standard
Specific Experience Start Year	2014-01-01
Specific Experience End Year	2023-12-31
Number of Specific Experience Contracts	3
Value of each specific experience contract in the specified tender currency	500000000

General Experience (SCORE: N/A)

General experience start date	2014-01-01
General experience end date	2023-12-31
Number of contract	5
Contract value 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
Team Leader	The Team Leader must be a registered Civil/Highway Engineer by the respective Engineering Registration Authority or Body/Charter Engineer with a bachelor's degree in civil/Highway Engineering. Postgraduate qualification in Highway Engineering is an added advantage.	He/ She must have at least ten (10) years of cumulative experience related to road studies and designs. He/ She must have served in a similar capacity on at least three (3) big projects of similar magnitude and complexity in the past 10 years. In addition, he/she must have a working experience at least of 3 years in sub-Sahara Africa. Fluency in written and spoken English is mandatory	1
Geotechnical Engineer	He/she must be a registered Civil Engineer by the respective Engineering Registration Authority or Body/Charter Engineer with a bachelor's degree in Geotechnical, Civil/Material Engineering. A postgraduate qualification in Geotechnical Engineering is an added advantage.	He/she must have a minimum of Eight (8) years specific experience in geotechnical investigations and foundation designs. He/she must have served as Geotechnical/Material Engineer on at least two (2) Bridge projects with deep pile foundations of similar magnitude and complexity in the last Eight (8) 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
Transport Economist	He/she shall have a minimum of a bachelor's degree in economics. A postgraduate qualification in transport economics is an added advantage.	He/ She must have at least Six (6) 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 2 projects of road investment studies of similar magnitude within the last 6 years. He/ She must have at least 3 years working experience in Sub Sahara Africa. He/ She must have proven knowledge and experience in use of HDM-4 model. Fluency in both written and spoken English is essential.	1
Highway Engineer	He/ she must be a registered Civil Engineer by the respective Engineering Registration Authority or Body/Charter Engineer with a bachelor's degree in civil/Highway Engineering. Postgraduate qualifications in Highway Engineering are added advantage.	He/ She must have a minimum of Eight (8) years cumulative working experience in road studies and designs. He/ She must have served in a similar capacity on at least two (2) big projects of similar magnitude and complexity in the past 8 years. In addition, he/she must have a working experience of at least 3 years in Sub-Sahara Africa. Fluency in written and spoken English is mandatory.	1
Soils / Materials Engineer	He/ She must be a registered Civil Engineer by the respective Engineering Registration Authority or Body/Charter Engineer with a	He/ She must have a minimum of Eight (8) years of specific experience in Pavement evaluation, materials testing, soils investigation and pavement design. He/ She	1

	bachelor's degree in civil/Materials Engineering. A postgraduate qualification in geotechnical or pavement engineering is an added advantage	must have served as Soils/Materials Engineer on at least two (2) road projects of similar magnitude and complexity in the past 8 years. In addition, he/she must have a working experience of at least 3 years in Sub-Sahara Africa. Fluency in written and spoken English is mandatory.	
Bridge/ Structural Engineer	He/she must be a registered Civil Engineer by the respective Engineering Registration Authority or Body/Charter Engineer with a bachelor's degree in civil, Bridge or Structural Engineering. Postgraduate qualification in Bridge or Structural Engineering is an added advantage.	He/ She must have a minimum of Eight (8) years' experience in studies and detailed design of bridges/structures. He/ She must have served as a Bridge/Structural Engineer on at least two (2) bridge projects of similar magnitude and complexity involving design of road bridges within the last 8 years. In addition, he/she must have a working experience of at least 3 years in Sub-Sahara Africa. Fluency in written and spoken English is mandatory.	1
Topographical Surveyor	He/she must be a registered Topographical Surveyor by the respective Registration Authority or Body/Charter Surveyor with a holder of a bachelor's degree or Advanced Diploma in land surveying. Post graduate qualifications in surveying are an added advantage	He/ She must have served as a Topographical Surveyor on at least two (2) projects of similar magnitude and complexity within the last 6 years. In addition, He/ She must have at least 3 years working experience in Sub Sahara Africa. Fluency in written and spoken English is mandatory.	1
Hydrologist	He/she must be a registered Civil/Hydrologist Engineer by the respective Engineering Registration Authority or Body/Charter Engineer with holder of bachelor's degree in applied science or a bachelor's degree in civil engineering. Post-graduate qualification in Hydrology/Hydraulics Engineering is an added advantage.	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 Hydrologist on at least two (2) roads projects of similar magnitude and complexity within the last 8 years. In addition, He/ She must have at least 3 years working experience in Sub Sahara Africa. Fluency in written and spoken English is mandatory.	1
Environmentalist	The Environmentalist shall have a bachelor's degree in environment management, environmental Engineering. Post-graduate qualification in environment management, environmental engineering is an added advantage	She/he must have at least six (6) years working experience related to environmental issues. She/he must have done an EIA of at least two (2) projects of a similar nature within the last five (5) years. She/he must have at least 3 years working experience in Sub Sahara Africa. Proficiency in written and spoken English and Swahili are mandatory.	1
Sociologist	The Sociologist shall be a holder of a bachelor's degree in social science. Post graduate qualifications in social science are an added advantage.	She/he must have done a SIA on at least two (2) road development projects within the last five (5) years. In addition, she/ He must have at least 3 years working experience in Sub-Sahara Africa. Proficiency in both written and spoken English and Swahili are mandatory.	1

Valuer	She/he must be a Full Registered Valuer (FRV) with a bachelor's 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 five (5) 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 5 years. She/he must have at least 5 years working experience in Sub-Saharan Africa. Proficiency in both written and spoken English and Swahili are mandatory.	1
--------	---	--	---

Description of Services

The Manga – Segera – Tanga –Harbours Road section is a Trunk Road which includes T2 and T13 whereby T2 starts at Manga – Segera 81km and T13 start at Segera - Tanga Harbours 74km. So, the project starts at Manga and ends at Tanga Harbours. The route follows the existing paved trunk road traversing through a number of villages centres and towns including Manga, Mkata, Segera, Muheza and Tanga. The map of location of the project is shown in **Figure 1**.

The carriageway width is 6.5 meters and 1.5 meters for shoulders on each side which do not conform to East Africa (EA) standard road corridors that require a minimum of 7.0 meters carriageway and 2 meters shoulders across EA Region. It is, therefore, necessary to widening the road to Dual Carriage way and improve the road to comply with the minimum acceptable standards for roads in the EAC corridors. The road crosses several sections with challenging geometry such as Handeni junction at Mkata - Handeni road and Mkata - Kwamsisi road, Segera roundabout which need special attention during design. Also, at Muheza – Amani junction and Muheza -Pangani the Consultant should come up with the study of those junction and provide a simulation of traffic movement. The Segera Roundabout requires special attention during the design to alleviate the frequency of accidents occurrence. These locations and any other areas of concern require special attention/investigation.

The Manga – Segera – Tanga –Harbours Road is mainly characterised by road transport mode to serve majority of its population from Dar es Salaam, Morogoro, Kilimanjaro, Arusha and Tanga. However, the challenge has been to cater for traffic demand in the available road infrastructure capacity. It also serves other landlocked countries like Kenya, Burundi, Rwanda and Southern part of Uganda, handling exports and imports of various raw materials and manufactured goods from the improved Tanga Harbours.

The road is crossed by several seasonal and perennial rivers having various types of drainage structures such as pipe culverts, box culverts, and concrete bridges whereby at chainage 91+100 there is Overpass Bridge, at chainage 123 + 600 and 139 + 700 there are Underpass Bridges. Together with the proposed road rehabilitation study, investigations and design activities of drainage structures will be carried out concurrently. Also, at the right-hand side of the road at chainage 139 + 800 there is railway going parallel with the existing road and at the end of project on the Left-hand side of project road there is Indian Ocean. Design of all drainage structures along the entire project road is part of this assignment.

The Manga– Segera – Tanga – Harbours Road passes through areas with abundant potential economic activities such as agriculture, livestock keeping, business centres, industries like (Tanga Cement, Rhino Cement, Tanga Fresh, Maweni Limes stone, PPTL Industrial Limited and Pembe Flour Mills). Further, the road traverses through the area with a lot of social activities like schools, health centers, religious buildings and markets

Rehabilitation of Manga –Segera – Tanga – Harbours Road (155 km) section to bitumen standard will increase the efficiency of road transport in Tanga region with other neighboring regions and EA countries especially after the current Tanga Port improvement initiatives. Among others, improvement of the road will provide a catalytic impact in reducing poverty through socio - economic growth and exogenous benefits to Tanzania and neighbouring countries.

Additionally, the Consultant should design the beautification by providing the new urban landscape/City beautification which will considerably improve with the application of new concepts of use of urban space, since it will promote changes predominantly in the Direct Area of Influence. Businesses can be reorganized and gain scale with the new service

To ensure a comprehensive understanding of the project site and to prepare the most responsive proposal, the Consultant (s) is/are encouraged to visit the project location at their own cost and convenience.

Scope of Activity

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

Phase I: Economic Study including Preliminary Design, Cost Estimates, Scoping Report and Terms of Reference, Draft Environmental and Social Impact Assessment (ESIA), Preliminary Resettlement Action Plan (RAP) and Initial Survey of properties to be affected.

Phase II: Preparation of Detailed Engineering Design, including Draft Final and Final Detailed Environmental and Social Impact Assessment, Resettlement Action Plan, Valuation report and preparation of Bidding Documents according to the public procurement Act, 2023, and the Public Procurement Regulations, 2024.

The progression of the consultancy services contract from Phase I to Phase II, shall depend on the results of the Economic study. Cost for each phase of the consultancy 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 legislations and policies of the United Republic of Tanzania. The detailed scope for undertaking the Scoping Exercise; Detailed Environmental and Social Impact Assessment; socio-economic surveys and valuation of affected properties for preparation of the Resettlement Action Plan and Valuation report is herewith attached as Annex 1.

The Consultant shall thoroughly review all relevant and available information on the project and undertake necessary engineering tasks, economic studies, field investigations, and related activities to achieve the project objectives.

The Consultant shall design the road with a lifespan of 20 years, incorporating various features to enhance safety and accessibility. This design will include the strategic locations of climbing lanes, escape ramps, and pedestrian infrastructure in urban centres. Furthermore, service roads will be developed to effectively segregate pedestrians and cyclists from vehicular traffic, particularly in densely populated areas.

On the other hand, the design will include cattle crossing infrastructure and solar-powered streetlights. Additionally, designated truck lay-by areas will be integrated along the route to accommodate heavy vehicles.

The increasing frequency of extreme weather events and geophysical shocks in the country and region highlights a pressing need to address the vulnerabilities of infrastructure systems. Road infrastructure is particularly susceptible to the impacts of climate change, which threatens its functionality, safety, and longevity. In that regard, the Consultant is required to carry out the following:

- i) Integrate climate resilience into the design and planning processes by incorporating key principles. This includes adopting resilience principles that address potential climate-related impacts during the design phase. A comprehensive risk assessment should be conducted to identify vulnerabilities in the proposed infrastructure, followed by tailored risk mitigation strategies for extreme weather events.
- ii) The design process shall focus on considerations to enhance infrastructure resilience such as selecting durable and weather-resistant materials to ensure longevity and minimize maintenance needs; use of adaptive design strategies for future modifications in response to changing environmental conditions; effective drainage solutions to manage increased rainfall and flooding scenarios and incorporating sustainable practices to reduce the carbon footprint and overall environmental impact of the infrastructure.

The existing road alignment shall be adopted as much as possible in the design process. However, realignment on road sections in the inhabited areas may be proposed based on sound professional judgment and shall be agreed upon between the Consultant and Client.

Any proposed realignments, bypasses or spur roads will be guided by the existing Land use plan of the respective District/Town Master Plan and shall be agreed upon between the Consultant and TANROADS during the **Preliminary Design stage**. The Consultant will be required to demarcate the proposed route before the approval is granted at that stage. Appropriate utilization of available road reserve should be considered in the alignment of the road especially in townships.

The road's design and upgrade shall comply with the Tanzanian and Regional Standards of East Africa Community and/or as guided by TANROADS.

Client approvals will be required at some stages. However, it should be noted that the approvals given by the Client at any stage are based on information provided by the Consultant and **DOES NOT** transfer to the Client or waive the Consultant from design/study liabilities including accuracy, completeness, and correctness of the data from site and/or design. The Client reserves the right to withdraw on the earlier approval provided, at the Consultant's Costs if it was provided based on insufficient, inaccurate or incomplete information given by the Consultant or any reason related to the Consultant's duties and responsibilities. Consequently, the following outlines are key to the Consultant's responsibilities in resolving comments and the financial implications for non-compliance: