

KADUNA BUS RAPID TRANSIT PROJECT

CONSULTING SERVICES

EXPRESSIONS OF INTEREST

(1) INTRODUCTION:

The Federal Republic of Nigeria has applied for financing from the Agence Francaise de Developpement (“AFD”) in the form of a loan towards the cost of the proposed Kaduna Bus Rapid Transit Project. This project consists of a 24km BRT corridor from Kawo to Sabon Tasha in Kaduna city and will deliver a sustainable public transport system by focusing on accessibility and mobility of people.

It aims at providing a holistic solution for integrated urban mobility and bearing a demonstrative value as the first BRT line in Kaduna. The 24km BRT infrastructure will comprise 30 universally accessible stations through secure pedestrian crossings, an integral clean ground site, public lighting, widening of the bridge over the Kaduna River, a high-capacity drainage system along the corridor, park and ride facilities, control room and a bus depot and terminals at both ends of the corridor.

The Kaduna State Transport Regulatory Authority (KADSTRA), the Implementing Agency of the Project, is requesting the services of internationally qualified and experienced consultants having requisite skills and experience to assist them in three areas:

- Sustainable Urban Mobility Study (SUMP) of the City of Kaduna, Nigeria
- Detailed Engineering Design, Procurement and Construction Supervision (EPCS)
- Project Management and Operational Design (PMOD)

(2) OBJECTIVE OF THIS REQUEST FOR EXPRESSION OF INTEREST:

The present REOI concerns the Consultancy Services to carry out a Sustainable Urban

Mobility Study (SUMP) for the City of Kaduna mentioned.

A Sustainable Urban Mobility Plan (SUMP) is a strategic framework aimed at creating more sustainable, efficient, and safe transportation systems in urban areas. It focuses on balancing economic, social, and environmental aspects of urban mobility to improve the quality of life for residents. The key objectives of a SUMP include reducing congestion and pollution through the promotion of sustainable transport modes like cycling, walking, and public transit. It also emphasises improving safety for all road users, enhancing accessibility for everyone including vulnerable groups, and achieving economic efficiency by optimising transportation networks.

In practice, a SUMP leads to tangible benefits such as improved air quality, reduced traffic noise, and increased green spaces in urban settings. These plans actively involve community participation, ensuring that the needs and preferences of local populations are reflected.

Furthermore, SUMPs foster innovation by incorporating advanced technologies and forward thinking solutions in transportation.

The main components of the Consultancy are the following:

(i) Inception of the SUMP process

This component includes inception activities, including review of the initial work plan. Sessions and interviews will also be carried out to bring together local key stakeholders and a joint understanding of the SUMP development process will be formed.

Review of the Kaduna State Transport Policy and identify its adequacy or otherwise in achieving Sustainable Urban Mobility in Kaduna

(2) Diagnostic (data collection, interviews and analysis)

An in-depth Status Quo Analysis (to include identification of planned and potential Urban Transport Projects by the Government that may have an impact on the Sustainable Urban Mobility and quantify their effects) to bring light into the strengths, weaknesses,

opportunities and threats of urban mobility. Political and organisational backing of the SUMP process will be reassured.

(3) Definition of a vision and strategic objectives, construction of scenarios, formulation of priority measures proposed by the SUMP

In the Vision & Goal Setting phase, the city will develop a joint vision for urban mobility and set up targets & indicators to measure success during implementation. Future Development Scenarios will be built. Core part of the SUMP is setting up integrated Packages of Measures in line with the target framework. Positive and negative impacts will be discussed, and measures adapted accordingly. There is also a need to address barriers for implementation (such as limited staff capacities or lack of finance) early on.

Review organisational and institutional improvements necessary to develop a SUMP on a sustainable basis, including human resource development

(4) Detailing the selected scenario into an action plan, including monitoring and evaluation indicators, implementation modalities and horizons, budgeting and financing of measures

The developed and assessed measures will feed into a Road Map and Budgeting & Finance Plan, which reflects different budget scenarios and identifies high priority as well as quick-win measures.

(5) Establishment of an internal service to monitor Urban Mobility Data

This service will track key indicators such as traffic flow, public transit usage, and pedestrian movement patterns. The objective is to create a responsive system that can adapt to changing mobility needs and provide data-driven insights for future planning and policy decisions.

(6) Developing a Freight mobility plan

Managing and optimizing freight transportation within the city. It involves strategies to

minimize the impact of freight movement on urban traffic, reduce emissions from logistics activities, and improve the efficiency of goods delivery Regulation guidelines and structure, proposing a regulatory framework to support the implementation of the SUMP. It includes developing policies, rules, and standards that govern various aspects of urban mobility, such as vehicle emissions, parking, road use, and public transport operations.

(7) Participatory process (concertation and consultation)

As per this cross-cutting mission, the Consultant shall support KADSTRA in all aspects of citizen and stakeholder's participation as well as communication and awareness raising during the design of the SUMP.

(8) Training to the Implementing Agency staff.

KADSTRA hereby invites Applicants to show their interest in delivering the Services described above.

(3) DURATION OF THE MISSION:

The Services have been estimated for a period of around eighteen months (18). The services are not expected to be full-time residential in Kaduna, especially for international consultants. Part of the services may be delivered from Abuja, Lagos or abroad.

(4) SECURITY MATTERS

Due to the security risk in Nigeria, a security audit has been contracted by AFD to provide bidders with more information about the current situation in the Project area. This security audit is attached as an appendix to this REOI. In addition, a security management plan (SMP) has been developed by KADSTRA to enable safe and secure business operations.

This SMP is attached to this Request for Expression of Interest.

(5) CONSULTANT ADMITTED TO PARTICIPATE:

This Request for Expressions of Interest is open to:

@ Consulting firms (x) Individual consultants

Eligibility criteria to AFD financing are specified in sub-clause 1.3 of the “Procurement Guidelines for AFD-Financed Contracts in Foreign Countries”, available online on AFD’s website: www.afd.fr.

The Applicant shall submit only one application, either in its own name or as a member of a Joint Venture (JV). If an Applicant (including any JV member) submits or participates in more than one application, those applications shall be all rejected. However, the same Sub-consultant may participate in several applications.

If the Applicant is a JV, the expression of interest shall include:

- a copy of the JV Agreement entered into by all members, or
- a letter of intent to execute a JV Agreement, signed by all members together with a copy of the Agreement proposal,

In the absence of this document, the other members will be considered as Sub consultants.

(6) EVALUATION CRITERIA

Interested Applicants must provide evidence that they are qualified and experienced to perform those Services. For that purpose, documented evidence (client certificate or extract of contracts) of recent and similar services shall be submitted.

Among the submitted applications, KADSTRA will shortlist a maximum of six (6) Applicants, to whom the Request for Proposals to carry out the Services shall be sent.

Technical requirements

The Consultant is expected to have successfully completed in a role of sole consultant or

member of Joint Venture (JV), in the last 10 (ten) years, at least two (2) similar assignments/projects of comparable nature and scale of services in the field of mobility studies. Documented evidence (client certificate or extract of contracts) is required.

Determination of the similarity of the experiences will be based on:

- The contract size: the two similar projects must total at least 0.5 M €uro (440 M Naira)
- The nature of the Services: Urban transportation Planning and modelling, Public transport planning, transport modelling, urban freight & logistics, data collection, travel demand/mobility management, highway engineering, strategic environmental impact assessment, project and investment programming, project appraisals and financial modelling and training.
- The location: at least one project in cities with similar socio-economic characteristics

In case more than 6 applications are received, KADSTRA will take into account complementary factors such as:

- The number and contract size of the references of similar services;
- Experience in Nigeria and Africa;
- Experience in implementation of donor-funded infrastructure projects;
- Participation of local representatives/partners;
- Experience in providing services in an area with a similar security risk.

Security requirements

Due to the security risk in the areas where the Services are to be performed, the evaluation of Expressions of Interest will verify that the applications meet the following criteria:

(1) The Applicant has at least one experience providing services in an area with a similar security risk, for which it shall provide proof of implementation of security measures (invoice or contract with a security service provider, proof of security awareness training before departure on-site, etc.).

(2) The Applicant has set up internal security management procedures: it shall provide a description of its monitoring system and crisis management system.

(3) For services provided abroad, the Applicant has entered into an assistance and repatriation contract for its employees: it shall provide the certificate evidencing such contract.

(4) Consultants may associate with other firms in the form of a joint venture or a sub-consultancy to enhance their qualifications. Experience and Qualification of other structural part of participating firms, whether parent or subsidiary firm, will not be considered for evaluation. Likewise, qualification and experience of the consulting firm associated as a sub-consultancy will not be considered for evaluation for shortlisting.

(7) REQUEST FOR CLARIFICATION

Interested Applicants may obtain further information at the address below during office hours: 08.00 – 17.00

KBRT PROJECT, KADSTRA OFFICE, MINISTRY OF PUBLIC WORKS COMPLEX, SOKOTO ROAD, KADUNA

Or by email to aisha.saidu-bala@kdsg.gov.ng and kadstra@kdsg.gov.ng

(8) SUBMISSION OF EXPRESSIONS OF INTEREST

Expressions of Interest must be delivered in 2 printed copies to the address mentioned below or by e-mail to aisha.saidu-bala@kdsg.gov.ng and KADSTRA@kdsg.gov.ng in PDF format before **5:00pm local time on 22 December, 2023**.

If submitting offline, submission shall be made in closed envelopes and the title shall be:

“KADUNA BUS RAPID TRANSIT PROJECT

CONSULTING SERVICES

EXPRESSIONS OF INTEREST”

The Expressions of Interest must be submitted to the addresses below:

THE PROJECT DIRECTOR,

**KBRT PROJECT, KADSTRA OFFICE, MINISTRY OF PUBLIC WORKS COMPLEX,
SOKOTO ROAD, KADUNA**

Telephone: +234 (0) 7066 505645

Email: aisha.saidu-bala@kdsg.gov.ng and kadstra@kdsg.gov.ng

ATTACHMENTS

[SUMP EOI Nov 2023.pdf](#)

[KBRT Security Manangement Plan 2023.pdf](#)