



## **REQUEST FOR EXPRESSION OF INTEREST (ReEOI)**

### **CONSULTANCY SERVICES FOR THE DETAILED SCOPING STUDY (DSS) – OF VISION 2063 AFRICA INTEGRATED HIGH SPEED RAILWAY NETWORK AND MASTER PLAN**

**PROCUREMENT NUMBER: 005/RIIT/PIDA/QCBS/2016**

The African Union, established as a unique Pan African continental body, is charged with spearheading Africa's rapid integration and sustainable development by promoting unity, solidarity, cohesion and cooperation among the peoples of Africa and African States as well as developing a New Partnership worldwide. Its Headquarters is located in Addis Ababa, capital city of Ethiopia.

#### **Problem Statement and Background of the Study**

### **1. BACKGROUND**

#### **1.1 Introduction**

In May 2013, Africa commemorated the Golden Jubilee of the founding of the Organization of African Unity (OAU) in 1963. In the context of celebrating 50 years of the founding of the OAU, the AU Heads of State and Government through their 50th Anniversary Solemn Declaration adopted in May 2013, while acknowledging past successes and challenges, rededicated themselves to the continent's development; and thus pledged, to integrate the ideals of share value and common purpose and aspirations in regional and national development plans; as well as in the development of the Continental Agenda 2063, through a people-driven process for the realization of the vision of the AU for an integrated, people-centered, prosperous Africa, at peace with itself.

Agenda 2063 builds on pre-existing strategic frameworks towards an "integrated, prosperous, and peaceful continent", including most notably the Abuja Treaty, the New Partnership for Africa's Development - NEPAD, the Comprehensive Africa Agriculture Development Programme - CAADP, the plan of action for Accelerated Industrial Development in Africa - AIDA, the Minimum Integration Programme, the Programme for Infrastructure Development in Africa - PIDA, the AU/NEPAD Science and Technology Consolidated Plan of Action, and Africa's Agro-industry and Agribusiness Development Initiative - 3ADI, Peace and Stability.

Amongst the key enablers of Agenda 2063 transformative agenda, is regional and continental infrastructure development - in particular, the Programme for Infrastructure Development in Africa (PIDA). Sequel and consistent with the objectives of PIDA - is the Continental Infrastructure High Speed Rail Initiative, of the African Union Commission - proposed as one of the priority continental flagship projects of Agenda 2063. The project is being proposed within existing diverse railway transport systems across the continent, which in their current state cannot take the continent forward in terms of economic transformation.



## **1.2 Current State of Railways in Africa**

Africa lags behind other continents in terms of railway infrastructure endowment, condition/state, new infrastructure development and technological advancement. This has the effect of increasing production and distribution costs in the case of freight transportation, and increasing transportation costs for passengers. Passenger services in particular have lagged behind in all dimensions and have therefore failed to contribute towards poverty alleviation and general transformation of society. The tracks are old, at various gauges and different stages of disrepair. Locomotives and wagons are old mostly using obsolete technology that has been maintained over the years.

The services are not integrated across countries partly due to the none-uniform gauge challenge, lack of physical connectivity and non-standardized operating equipment (wagons, coaches and locomotives). This state of affairs implies high transportation costs, reduced capacity, high maintenance costs, low speeds, poor and expensive services. The produce of most of the countries on the continent which is mostly commodities calls for bulky transportation ideally offered by rail more so given the vastness of the continent and long distances to markets. Moreover, the existing equipment does not address environmental and energy concerns that have evolved over time.

Routing of existing railway tracks was done during the colonial era with the main objective of linking production and distribution centers and extracting resources (mostly minerals) to the global market. The railways were therefore developed with an external focus at the expense of continental development.

## **1.3 Continental High Speed Rail Initiative**

The African Union Commission Chairperson, Dr Nkosazana Dlamini Zuma, put forward that Africa has a “Century Dream” - Capitals of all the African countries would be connected with high-speed railway. The 24<sup>th</sup> AU Summit approved the “Africa Agenda 2063”, which aims to build a new Africa with regional integration, peace and prosperity for the next 50 years. The development of African infrastructure, which is of great significance, plays an important role in stimulating the physical consolidation and social and economic development in African countries.

The Continental High Speed Rail Initiative is an AU Commission-led initiative - designed to interconnect in addition to African capitals - economic and industrial hubs and major tourism locations - with appropriate high speed rail technology, and other complementary power, transboundary water and ICT broadband infrastructure, and services.



## 2.0 DESCRIPTION OF ASSIGNMENT

### 2.1 Objective

Vision 2063 envisages an Africa Integrated High Speed Railway Network (AIHSRN) and Master Plan – comprising of **4-longitudinal and 6-latitudinal North-South and East-West continental railway network** respectively – to be implemented over a period of three (3) planning horizons, of short term (2015-2025), medium term (2025-2045), and long term (2045-2065) development plan of 50 years (i.e., 2013-2063).

### 2.2 Scope of Work (SOW)

The Scope of Work of this assignment will be limited to **Phase 1 (i.e., Detailed Scoping Study (DSS))**, of the feasibility process - of the **Africa Integrated High Speed Railway Network (AIHSRN) and Master Plan Project (August-December 2016)**.

**Phase 1** entails, investigating key viability issues of traffic demand forecasts, costs and revenue estimates, corridor/routes, rail technology options, innovative financing models, among other related issues. The DSS provides a basis for consultation with key stakeholders; and to inform the specific direction for the deepening of the feasibility process to the next phase: **Phase 2: Pre-feasibility/Feasibility Study, and other related technical studies (January-December 2017)**.

### 2.3 Development Strategies

- **Connectivity of Political Capitals and Economic hubs:** Given the pan-African nature of the continental high speed rail project, a key objective is connectivity of Africa's Capital cities and megacities, including but not limited to, commercial hubs/economic zones, and tourist destinations - based on *short, medium and long term 'business case' implementation roll-out plan*.
- **Integrated Approach:** The viability and sustainability of the AIHSRN, will largely depend on the extent, to which - its development - is linked to the planning, development and operation of power<sup>1</sup> and electricity and ICT infrastructure facilities, of the continent. Hence, the Scoping Study will investigate and align/link the high speed rail corridors – with the development of priority energy and electricity/power infrastructure projects – and Smart Corridors - as articulated under the *Programme for Infrastructure Development in Africa (PIDA)*, *Africa Power Vision (APV)*, and *Agenda 2063 energy infrastructure flagship projects*.
- **Inter-operability:** The existing conventional (“low speed”) freight and passenger rail network in Africa, essentially, form the backbone of the continent's railway infrastructure assets -

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<sup>1</sup> The continental high speed rail network, needs to be integrated with the key power and electricity generation and transmission flagship projects: Great Millennium dam, Grand Inga dam, North-South power transmission corridor, the Central Africa power transmission corridor, and the West Africa power transmission corridor.



contributing significantly, to the development and operations of Africa's manufacturing, mining, and industrial outputs. In this regard, as part of its terms of reference, the Detailed Scoping Study (DSS), will investigate the **technical and technological feasibility of seamless “inter-operability” of the conventional and continental high speed rail networks.**

- **Selection of High Speed Rail Corridors/Routes:** Cognizance of the magnitude of the investment required of the AIHSRN project – **key selected corridors/routes, based on a proven business case, will be piloted, to ascertain the project implementation cycle experience and lessons learned, for replication, of other high speed rail corridors/routes.**

In this regard, a key deliverable of DSS, is the preparation and costing of the first 10-year Implementation Plan (2015-2025) of the AIHSRN project, with special focus on the recommended pilot corridors/routes.

## 2.4 Financing Strategy

The financing of the continental high speed railway project, will be modelled around **an innovative and viable long term equity and debt structure - ‘business case’ proposition – anchored on a “Strategic Equity<sup>2</sup> (SE)” investment model”.**

To complement the equity/debt scenario – the AIHSRN viability proposition – will be enhanced and sustained through the securitization of multiple and viable income/revenue streams, generated from the carriage and provision, of proposed high premium products and services – along the piloted corridors/routes.

## 2.5 Outputs

Broad outputs of the assignment shall be, the following:

- Rail traffic demand forecast for passenger and high premium freight services
- Vision 2063 AIHSRN and Master Plan (including 4x6 Map): corridors/routes, and technology options
- Economic analysis
- Legal and Institutional analysis
- Environmental analysis
- Indicative Capital and Operational and Maintenance Costs per corridor/route, and technology option, of the recommended piloted routes (of the First 10-year Implementation Plan)
- First 10-year Implementation (roll-out) plan, for recommended corridors/routes for piloting

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<sup>2</sup> The Strategic Equity (SE) investment(s), is/are envisaged as key underwriter(s) of the project viability proposition, of the AIHSRN. Hence the Scoping Study to articulate a workable Financing Model.



## 2.6 Deliverables

The **deliverables of Phase 1 (i.e., Detailed Scoping Study (DSS))**, shall be the following:

- 2.6.1 Inception Report
- 2.6.2 Draft-Final Report and Master Plan, translated in 12 copies each in English, French, Arabic and Portuguese)
- 2.6.3 Validated Final Report and Master Plan<sup>3</sup>, translated in 12 copies each in English, French, Arabic and Portuguese)
- 2.6.4 First 10-year Implementation Plan (roll-out plan) for recommended corridors/routes for piloting
- 2.6.5 *Indicative cost of Pre-Feasibility Study/Feasibility Study (i.e., Phase 2)*
- 2.6.6 **A geodatabase of AIHSRN (4x6 longitudinal and latitudinal GIS Map/layers, associated metadata and attributes.** The base map and layers of AIHSRN geodatabase shall include, but not limited<sup>4</sup> to the following:
  - 2.6.6.1 Existing transport infrastructure network (road, railway etc..) and associated attributes
  - 2.6.6.2 National and subnational boundaries and associated attributes
  - 2.6.6.3 Towns/cities and associated attributes
  - 2.6.6.4 4x6 longitudinal and latitudinal continental high-speed railway network links/segments, nodes and topology, including all associated attributes
  - 2.6.6.5 Existing and planned freight and high speed railway networks
  - 2.6.6.6 Existing and planned transnational power/electricity interconnectors
- 2.6.7 **Graphic Video illustration of Vision 2063 Africa Integrated High Speed Railway Network and Master Plan** – including the proposed pilot corridors/routes – based on the three (3) planning horizons to 2063 (**12 DVD copies each of both English & French for the Graphic Video Illustration**).
- 2.6.8 **12 CD copies of validated Final Report** of Vision 2063 AIHSRN and Master Plan, including annexes in the four (4) AU languages (English, French, Arabic and Portuguese)
- 2.6.9 **Annexes:** Traffic demand forecast; High Speed Railway Network and Master Plan: corridors/routes, and technology options; Economic analysis; Legal and Institutional analysis; Environmental analysis; Indicative Capital, and Operation & Maintenance Costs (of the First 10-year Implementation Plan); Innovative Financing Model, and Recommended Option; Vision 2063 Africa Integrated High Speed Railway Network and Master Plan (including 4 x 6 longitudinal and latitudinal continental high speed railway network Map)

The Detailed Scoping Study (DSS) – of Vision 2063 Africa Integrated High Speed Railway Network and Master Plan - will be developed through a study and approval process, and submission of an

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<sup>3</sup> A Pre-feasibility/Feasibility Study will be undertaken in Phase 2, i.e., January-December 2017, following the diagnostic Scoping results/recommendations

<sup>4</sup> The list will be finalized during negotiations with the successful candidate.





Inception Report, Draft-Final Report and Master Plan, and a Validated Final Report and Master Plan, as follows:

### ➤ **Inception Report**

The Inception Report shall set out the Approach, Methodology and Work plan for the execution of the assignment as described in these **Terms of Reference/Scope of Work**. And shall be submitted within **two (2) weeks** of the signing of the Contract. The Inception report shall address the following:

- Overview and expectations of the assignment
- Roles and responsibilities of the parties
- Detailed approach and methodology, including strategy, tools and templates for information collection and analysis
- Report format and layout
- Project management/Work scheduling

The Project Implementation Unit (PIU) shall provide comments on the **draft Inception Report within one (1) week of receipt from the Consultant**; and which comments, shall be taken into account, in the draft final report and Master plan, prepared by the Consultant.

The Inception Report shall be submitted in English and French in three (3) hard copies, and also electronically, via e-mail, to the Project Manager, PIU.

The AIHSRN initiative is a pan-African project that has the endorsement of the AU political leadership in principle. However, given that the Project will be implemented at national/regional level – there is need to domesticate the Project, within the national development plans of member states (by extension regional economic communities), albeit, a continental initiative, and a key flagship project of Agenda 2063 - being promoted by the African Union Commission (AUC), under the execution of NEPAD Agency. To anchor the AIHSRN Project at national level of AU member states, two (2) key consultative engagements are planned: (i) Consultative Meeting with Pan-African Parliament (PAP) representatives, in Sham el Sheikh, Egypt, from 10-19 October 2016, where the PIU, and the hired Consultancy firm, will present the Project to the Parliamentarians.

The Inception report shall therefore, incorporate the comments/outcome, of the above consultative meeting with national stakeholders.

A second consultative engagement (i.e., Experts Technical Validation Workshop), planned for mid-November, 2016, in Addis Ababa, Ethiopia, will be organized to validate the draft-final DSS report.

### ➤ **Draft-Final Report (and Master Plan)**

The Consultant shall submit a **Draft-final Report to the Project Manager, PIU**, for review and validation by the Project Core Team and selected stakeholders within **two (2) months** of submission of



the Inception Report. The PIU in consultation with Project Core Team shall organize an **Expert Validation Workshop within 2 weeks of receipt of the Draft-final report and Master Plan** - to submit final comments to the Consultants **within 1 week of the Workshop**.

The **Draft-final Report and Master Plan** shall be submitted in both hard copy and electronic form, in the four (4) AU official languages via email and courier, to the Project Manager, PIU.

### ➤ **Validated Final Report and Master Plan**

The Consultant shall submit a validated **Final Report and Master Plan, and other Deliverables** to the Project Manager, PIU, within **three (3) Weeks** of the Technical Validation Workshop and receipt of comments.

**Given the above ToR/Scope of Work, the African Union, through the NEPAD Planning and Coordinating Agency (NEPAD), intends to hire a qualified economic and engineering firm to carry out a Consultancy Service of the Detailed Scoping Study (DSS) – of Vision 2063 Africa Integrated High Speed Railway Network and Master Plan.**

**Summary of Outputs and Deliverables to be provided by the consultant.**

**The following deliverables are required for this project, and shall be submitted to Adama Deen, Senior Advisor to the CEO, NEPAD Agency (adamad@nepad.org).**

The Final Report will be finalized after taking into account comments from the Technical Validation Workshop of relevant stakeholders: member states, regional economic communities (RECs) of the African Union, and other Experts.

The Final report will include an Executive Summary in English, French, Arabic and Portuguese. This will be done after issuing an Inception and Draft Report for the same consultancy.

### **Resource Requirements**

The African Union now invites eligible consultants to express their interest in undertaking the Expression of Interest for Consultancy Services to undertake a consultancy on **“Consultancy Service on The Detailed Scoping Study (DSS) – of Vision 2063 Africa Integrated High Speed Railway Network and Master Plan.”** Interested Consultancy firms must have been in existence for the **last Ten (10) years and undertaken successful consultancy assignments of similar nature. The consultancy firm should be able to undertake the assignment within two (2) months.**

**Consultancy firms/Consultants may associate with other firms in order to enhance their capacity and qualifications. Consultancy firms will be required to submit the following documents;**



1. An Official Letter from authorized Official, expressing interest of the firm to participate in the Consultancy,
2. General profile and background of the firm which should elaborate the following:
  - a. Commercial Registration of the firms attaching necessary certificates.
  - b. Proof of valid membership registration with an accredited national or international rail engineering certification Body/Council/Association.
  - c. Names of authorized representatives of the firms
  - d. Total Capitalization
  - e. Core Business of the firms
3. Record of experience of the Firms in handling consultancy services or similar assignments.
4. Audited Financial Statements in the last three years.

Interested firms are required to submit one (1) original and three (4) copies of the Expression of Interest clearly marked as original and copies.

Interested consultancy firms may obtain further information from **Vincent Moola, Acting Head of Procurement, NEPAD Planning and Coordination Agency, Procurement and Travel Division, 230, 15<sup>th</sup> Road, P. O. Box 218 Midrand, 1685 Johannesburg, South Africa. The Telephone Number is +27-11-074 9621 and the Email address : [VincentM@nepad.org](mailto:VincentM@nepad.org)** from 09:00 hours to 16:30 hours local time.

The Expression of Interests should be sent clearly marked “**Consultancy Service on The Detailed Scoping Study (DSS) – of Vision 2063 Africa Integrated High Speed Railway Network and Master Plan, Procurement Number :005/RIIT/PIDA/QCBS/2016**”.

And deposited in the **Tender Box before 26<sup>TH</sup> September, 2016 at 14:30hours** local time and clearly addressed to:

**The Chairperson  
Internal Procurement Committee  
NEPAD Planning and Coordination Agency  
230, 15<sup>th</sup> Road, P. O. Box 218 Midrand, 1685  
Johannesburg, South Africa**

**In Attention of: Vincent Moola, Acting Head of Procurement Division**

Interested consultancy firms may obtain further information from the African Union Website; <http://au.int/en/bids> and NEPAD website: <http://www.nepad.org/tenders> or from **Vincent Moola, Acting Head of Procurement Division, NEPAD Planning and Coordination Agency, Email: [VincentM@nepad.org](mailto:VincentM@nepad.org)**



