



CALL FOR PROPOSAL

The purpose of the Call for Expression of Interest is to solicit interest from existing or prospective Implementing Partners that wish to participate in UN-Habitat operation and contribute complementary resources (human resources, knowledge, funds, in-kind contributions, supplies and/or equipment) to achieving common objectives as outlined below and subsequently agreed in an Agreement of Cooperation

Full Feasibility Study (FFS) on Inland Passenger Water Transport, Mombasa County
Size of grant: USD 60,000

Purpose of CFP: This CFP seeks to identify a suitable implementing partner to carry out a Full Feasibility Study on Inland Passenger Water Transport for Mombasa County, focusing on i) short distance passenger transport routes and waterways, (ii) possible engineering solutions to the tidal surges, (iii) relatively fast water buses that are also suitable for extreme sea conditions, (iv) introducing attractive (affordable, reliable, comfortable, accessible) water bus solutions and, in parallel, discouraging access by personal cars into the city.

Submission Start Date: 18 January 2024

Submission Deadline Date and time: 8 February 2024

Submission Email: unhabitat-ken@un.org

Project Key Information

- UN-Habitat Project title: The Go Blue Project Result Area 2 “Connecting People, Cities and the Ocean: Innovative Land-Sea Planning and Management for a Sustainable and Resilient Kenyan Coast”
- Locations: Mombasa County
- Town/City: Mombasa City
- Country: Kenya
- Anticipated start date: 1st March 2024
- Estimated duration of project in calendar months: 6 months
- Maximum proposed value in US\$: 60,000
- Lead Organization Unit: UN-Habitat, Regional Office for Africa (ROAF)



Brief Background of the Project

The Go Blue Project Result Area 2 is titled “Connecting People, Cities and the Ocean: Innovative Land-Sea Planning and Management for a Sustainable and Resilient Kenyan Coast” and is jointly implemented by the United Nations Human Settlements Programme (UN-Habitat) and the United Nations Environment Programme (UNEP) within the coastal counties of Kilifi, Kwale, Lamu, Mombasa, Taita Taveta and Tana River with funding from the European Union (EU). The Go Blue Project aims at enhancing land-sea planning and management by addressing key socio-economic and environmental challenges while stimulating benefits from the blue economy. By promoting the economic growth of coastal urban residents and the preservation of coastal and marine resources, the Project seeks to assist in Kenya’s transition to a sustainable blue economy.

Mombasa, one of the six coastal counties, is the main gateway city to landlocked countries in East and Central Africa via the Northern Corridor. Rapid population growth and sprawl, the continued rise in private car ownership and an inadequate public transport system are all contributing to congestion and lack of a high-quality public transport system. As a result of these challenges, the county government developed a County Public Transport Service Plan for a potential Bus Rapid Transport (BRT) network. In addition to this, the County Governor, H.E Abdullswamad Sherrif Nassir, has requested UN-Habitat to support the county to conduct a Full Feasibility Study (FFS) on Inland Passenger Water Transport for Mombasa County.

The FFS will enable the county to understand the potential of the inland water transport system in unlocking the existing public transport challenges and enabling movement of passengers and freight. Other than providing economical and environmentally friendly competition for road transport, it is expected that the inland water transport system will share a large volume of traffic in the coastal belt. The FFS will entail an analysis into the viability of inland passenger water transport, providing an in-depth report with much more accurate estimates (up to 10-20% accuracy) for the investments required, the effectiveness as well as the profitability. It will be the basis of the inland passenger water transport capital estimates, operating costs and overall economic viability.

Pre-Feasibility Study (PFS) on Passenger Water Transport in Mombasa

In 2014, a Pre-Feasibility Study (PFS) on Passenger Water Transport in Mombasa and along the Kenyan Coast was commissioned by Mombasa County in collaboration with Berenschot and Damen Shipyards of the Netherlands, a European Union Member State. The PFS was an early-stage analysis that provided basic information and an overview based on which decision makers would provide a greenlight on whether to proceed with or abandon the proposed passenger water transport initiative. The PFS looked at:

- a) The contribution of the passenger water transport in reducing the problem of traffic congestion in Mombasa County



- b) The technical and financial viability of the passenger water transport around Mombasa Island (specifically the Island Line)
- c) The technical and financial viability of the passenger water transport between Mombasa and the towns in the South and North Coast (specifically the Coastal Line)

The PFS provided a positive base-case scenario and an optimistic rather than a pessimistic starting point for a FFS. It noted that:

- i. Regarding reducing the problem of traffic congestion in Mombasa Island, 1million people entered and left Mombasa Island daily majority by passenger cars and reducing this number by providing alternative routes would held address the traffic congestion challenge.
- ii. Regarding the technical and financial viability of the passenger water transport around Mombasa Island, specifically the Island Line, water bus services connecting landing sites on north mainland and east of the island are technically and financially viable and additional peripheral infrastructure (access roads and parking areas) are recommended through a detailed study.
- iii. Regarding the technical and financial viability of the passenger water transport system between Mombasa and the towns in the South and North Coast, relatively large, seaworthy vessels are required due to the various challenges (including the sea conditions. Additionally, the southern coastal towns have low population, low(seasonal) tourism, narrow creeks (Kilifi/Mtwapa), coral reefs, marine observation routes (Chale point), open sea and well-connected road transport. Water transport must compete with car travel time and costs.

Main activities and outputs

The FFS would therefore build upon the positive base-case scenario (outlined in the PFS) to explore, among others:

- i. Short distance passenger transport routes and waterways
- ii. Possible engineering solutions to the tidal surges
- iii. Relatively fast water buses that are also suitable for extreme sea conditions.
- iv. Introducing attractive (affordable, reliable, comfortable, accessible) water bus solutions and, in parallel, discouraging access by personal cars into the city.

Objective

The objective of this Call for Proposal (CFP) is to identify a suitable Implementing Partner (IP) to carry out a Full Feasibility Study on Inland Passenger Water Transport for Mombasa County, focusing on the above four areas. The specific objectives of the FFS will be to:



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- a) Review existing literature (including reports, publications, thesis materials etc) and establish main arterial short distance passenger transport routes and waterways within Mombasa Island. This will include preparation of relevant maps, models, designs and plans for the established transport routes and waterways, together with attendant analytic descriptions.
- b) Provide an outlook of inland navigation in Mombasa including demand assessment, travel patterns, infrastructural gaps and institutional support analysis. This will include making provision for possible engineering solutions to the tidal surges as well as a comprehensive business and financial plan for consideration by private sector investors.
- c) Provide a comparative analysis of inland waterways vis a vis other existing or proposed competing inland transportation modes like railway and roads including BRT and the augmenting capacity of such competing modes and, in parallel, the ability to discourage access by personal cars into the city.
- d) To provide an estimated broad cost for the proposed inland water transport considering environment, technology, operations and space as well as the contribution of the proposed inland water transport to local economic development and GPD in the tourism, transport, trade, logistics, agriculture and related sectors.
- e) Recommend attractive (affordable, reliable, comfortable, accessible, relatively fast and sustainable) water bus solutions that are also suitable for extreme sea conditions considering passenger movements, environment and the land-sea nexus, connecting the city to the hinterlands including places of important commercial, agricultural, residential, industrial and institutional services.

The Outputs

The IP will report directly to the Go Blue Project Manager and liaise with the Project Management Unit of the Go Blue Project and will deliver the below outputs:

Output 1: Transport Routes & Waterways and Engineering Solutions

Output 2: Recommended Water Bus Solutions based on comparative analysis, broad estimates and attractiveness.

Risk Analysis

(State the risks associated with this project and the mitigation factors)

Risks and assumptions	Probability	Impact on project	Mitigation measures
Electioneering (including by elections and local Assembly elections) slowing down project implementation and new office bearers coming into office not	Medium	Medium	Monitor closely elections, engage and involve fully senior civil servants in the project to provide continuity and brief new office bearers early after assuming



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interested in the project			office.
County's and industry leaders' lack of interest in improving inland-water transport conditions and congestion in the CBD	Low	High	Promote best practices among county and industry leaders on solid waste management, and concrete ways they could improve the existing systems
Lack of interest among women, youth and other vulnerable groups to participate in the project	Medium	High	Engage key stakeholders through regular consultations with community groups and their representatives, listening to their needs and explaining the project
Lack of national government support for Go Blue	Low	High	Regular and early engagement with the government through JKP
Duplication of activities with other donor funded projects	Medium	Medium	During inception phase coordinate intervention with other donors
Lack of engagement of national government Ministries, Departments and Agencies	Medium	High	Involve Ministries, Departments and Agencies during design of activities



Eligibility Criteria

Criteria	Submission Details/ Documents Required
Legal Status	<ul style="list-style-type: none"> • Certificate of registration/incorporation i.e., • Proof of registration in Country of Origin. • Proof of registration of Country of operation • Proof of country operational presence
Organization profile and details	<ul style="list-style-type: none"> • Clear organization profile and structure of the organization indicating: <ul style="list-style-type: none"> ○ Organization’s vision, mission and objectives ○ Management structure ○ Members of the Governing Board and their Designations duly certified by the Corporate Secretary, or its equivalent document ○ Proof of membership to professional associations if any.
Financial Capacity	<ul style="list-style-type: none"> • Audited company financial statements (balance sheet and income statement) and auditors report for the last two years
Exclusive bank account	<ul style="list-style-type: none"> • Is the organization willing and able to have a separate bank account for the funds provided by UN-Habitat?
Integrity and Governance	<ul style="list-style-type: none"> • The organization should complete and submit a signed Partner Declaration Form • Provide the profiles of the Chairperson of the Board of Directors, Head of the Organization and Chief of Finance

Selection Criteria

Criteria	Submission Details/ Documents Required	Weighting
1. Technical capacity		25%
<p>1.1 Does the organization have the relevant experience and proven track record in implementing activities in the areas of the project? Has it managed in the past projects of similar technical complexities and financial size? Is the project linked with the core business of the IP?</p>	<ul style="list-style-type: none"> List of projects executed in the last 2 years (value, location, donors, nature of projects, execution stage – completed or ongoing). Demonstrate how the experiences in past projects are relevant in the execution of the current proposal References from past donors 	
<p>1.2 Does the organization have qualified technical staff with the experience and the technical skills required by the project? What is the staff size, type, qualification and education background?</p>	<ul style="list-style-type: none"> CVs of key management staff, technical and non-technical staff that will be involved on the project How many technical staff do you have in the concerned Country for implementing the project? Is there reasonable assurance that such technical staff required by the project will continue to be available as needed in the Project? 	
<p>1.3 Does the organization have a clear and strong link with an identifiable constituency relevant to the targeted population of the project? Does it have the ability to impact on the targeted population and on the issues? Does it have strong presence in the field and for how long? Does it have adequate capacity to work in key areas/regions where the proposed field activities will be implemented?</p>	<ul style="list-style-type: none"> Demonstrate, describe and provide proof of local operational presence, including link and ability to impact the targeted population. 	
<p>1.4 Does the organization possess adequate physical facilities, office equipment, transport, etc. to implement the activities?</p>	<ul style="list-style-type: none"> Provide location and list of office facilities, vehicles and office equipment locally available to implement the project. 	



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<p>1.5 Does the organization have formal procedures to monitor project execution (e.g. milestones, outputs, expenditures...)</p>	<ul style="list-style-type: none"> • Provide formal project monitoring policies and procedures 	
<p>2. Financial and administrative capacity</p>		<p>15%</p>
<p>2.1 Has the organization been in operation over a period of at least 2 years to demonstrate its financial sustainability and relevance?</p>	<ul style="list-style-type: none"> • State the years of operation • Financial statements for the last 2 years 	
<p>2.2 Does the organization have qualified staff in Finance? Is the current accounting system computerized and does have the capacity to collect and provide separate financial reports on the activities executed under the Agreement of Cooperation? Does it have systems and practices to monitor and report whether the project deliverables and expenditures are within agreed time and budget? Does it have minimum segregation of duties in place (separation between project management, finance/accounting and executive office)</p>	<ul style="list-style-type: none"> • CVs of key finance and accounting staff • Description and key features and controls of the accounting system used • Organization structure/ Organogram 	
<p>2.3 Does the organization have the capacity to procure goods and services on a transparent and competitive basis? (if applicable) check for procurement unit with experienced staff</p>	<ul style="list-style-type: none"> • Copies of procurement policies and procedures. The procedures should show how you procure locally and internationally. 	
<p>2.4 Does the organization have formal procedures and controls to mitigate fraud such as multiple signature signatories on bank accounts, reporting and prosecution of incidences of fraud?</p>	<ul style="list-style-type: none"> • Describe anti-fraud controls and provide formal procedures 	
<p>2.5 Does the organization have capacity to provide in-kind, financial, personnel contribution as UN-Habitat Implementing Partner in this present project? Please give details of contribution nature and size.</p>	<ul style="list-style-type: none"> • Describe nature and value of contribution (in-kind or cash) 	
<p>3. Financial Proposal</p>		<p>30%</p>



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<p>3.1 Is the budget for each component of the activity to be performed by the Implementing Partner</p> <p>(i) cost-effective (i.e. the cost should be economical and prudently estimated to avoid any under/over estimation)</p> <p>(ii) justifiable/well supported and</p> <p>(iii) accurate and complete</p>	<p>Budget Proposal <provide link></p> <ul style="list-style-type: none">• BOQ (if applicable)• Other supporting documents	
4. Technical Proposal		30%
4.1 The technical proposal is sound and responds adequately to the specifications and requirements?	Technical Proposal document <provide link>	
Cumulative score for ratios		100%



Notes:

1. Interested Organizations must provide information indicating that they are qualified to perform the services (brochure, description of similar assignments, experience in similar conditions, availability of appropriate skills among staff, etc).
2. The CFP and accompanying documents must be received in accordance with instructions provided. CFP submitted to a different email address other than the specified one will not be considered.
3. CFP from applicants failing to provide the complete information to fulfill the basic eligibility criteria will be considered non-responsive.
4. CFP received after the above deadline will not be considered
5. Organizations will be selected in accordance with the procedure set out in the UN-Habitat IP Management policy and Standard Operating Procedures.
6. CFP from applicants failing to provide the requested information will be disregarded.
7. This CFP does not entail any commitment on the part of UN-Habitat, either financial or otherwise. UN-Habitat reserves the right to accept or reject any or all Proposals without incurring any obligation to inform the affected applicant(s) of the grounds.
8. All prices must be in USD