



GOVERNMENT OF SIERRA LEONE

REQUEST FOR EXPRESSIONS OF INTEREST
(Consulting Services – Firm Selection)

Date of Issue: 13th September, 2021

Country: Republic of Sierra Leone

Name of Project: Integrated & Resilient Urban Mobility Project

Consulting Services: Feasibility Study of the Central Bus Station and the Main Bus Depot at Blackhall Road, Kissy for Sierra Leone Road Transport Corporation.

Reference No: SL-MOFED-232145-CS-CQS

Background

The Government of Sierra Leone, with support from the World Bank Group, is implementing the Integrated Resilient Urban Mobility Project (IRUMP) to improve access, resilience and road safety in selected areas and enhance institutional capacity in the transport sector. The project shall support Integrated Corridor Management on priority corridors focusing on: a) an integrated traffic management and public transport improvements; b) organizing private sector to operate public transport services on performance based fixed term exclusive contracts; c) introduce integrated ticketing system suitable for use in a multi-operator environment, with a control center to manage bus operations and provide real-time customer information; d) Improve road conditions and intersection controls, drainage, clear encroachments; and e) coordinated governance arrangements.

The Sierra Leone Road Transport Corporation (SLRTC) is embarking on major institutional reforms and investments, which should usher in the modernisation and professionalisation of the public transport services. The Corporation is also undertaking investments in the improvement of road transport infrastructure as a means of improving access, resilience and road safety. The SLRTC is a key stakeholder in the Government Agenda for human development, especially in the area of **SDG 11**, which focuses on **-Sustainable Cities and Communities**

As the issue of increasing urban populations continues to escalate, the need for building safe and resilient public transport systems is crucial to achieving an improved quality of life for the country's populations.

The proposed investment is targeting two (2) types of infrastructure: (i) upgrade of the Central Bus Station to make it a central hub for city commuter buses as well as inter-city buses and (ii) upgrade of the Blackhall Road facility to make it a central depot for parking, repairs and maintenance of commercial buses in the city.

The Central Bus Station

The Freetown Central Bus Station is located on a 0.5828 acre plot of land in the heart of the Central Business District of the capital, close to the coast and less than 400m from the Government Wharf jetty that harbours boats and ferries crossing from the Lungi International Airport [*Coordinates:*

8.491875, -13.233436]. The station is currently exclusively used by the SLRTC primarily for inter-city bus operations. After the investment, the Bus Station shall serve as the interchange bus terminal for phase 1 of the high-quality bus services along the East and West corridors.

The facility shall be used for the following functions:

- Serve as the termination and main interchange point for buses along both corridors
- Provide temporary waiting facilities and bus schedule information to passengers
- Serve as a main ticket sales point for buses as well as for small retail kiosks
- Provide parking facilities for vehicles dropping off and picking up passengers from intercity trips as well as for private vehicles in the CDB to help decongest the immediate surrounding areas

The Bus Depot

The Blackhall Road depot is located on a 5.2401 acre plot of land along Blackhall Road on the Eastern Corridor [*Coordinates: 8.477969, -13.208406*]. It is located about 1Km from the Kissy Ferry Terminal used by boats and ferries crossing passengers to and from Lungi. The proposed Depot location is currently used by the SLRTC as its head office, as well as for parking, repairs and maintenance of its own fleet of buses. After the investment, the Depot shall serve as shared infrastructure and technical service location for fleets of private bus operators.

The facility shall be used for the following functions:

- Serve as primary parking point for all buses that are not in service
- Provide repairs and routine maintenance services for bus fleet of the private operators
- Provide practical technical training and apprenticeship programmes for vocational students in the auto-mechanics departments of tertiary training institution
- Provide operational services for buses such as fuelling and washing

Study Objectives

Key objectives of the above proposed study are to:

- a) Evaluate technical, financial, and economic feasibility of a bus terminal and off-street car parking at Central Bus Station, Wallace Johnson Street; (ii) based on preliminary feasibility, prepare basic designs and cost estimates for constructing the terminal and car parking, together with the support facilities;
- b) Develop basic design and cost estimate for rehabilitating the existing bus depot at Blackhall Road premises (Kissy road) to be able to accommodate the phase 1 bus fleet; To provide suitable transport infrastructure for passengers and bus operators in a central hub, located in an area that potentially has the highest density of public transport customers

Scope of Work

To realise the above objectives, the SLRTC will engage the services of a suitable consulting firm to provide technical advisory and related services for the development of a short/medium-term feasibility and investment plan. The consultancy shall involve the carrying out of detailed market and financial feasibility analysis of the projects. The key focus areas of this activity will include the following:

Bus Terminal and car parking at Central bus station

- Develop preliminary designs that address a functional brief provided by the SLRTC. The brief shall include, among other things:

- Functional and business use cases for the bus terminal, car park
- Bus terminal to include facilities for bus interchange, public utilities, rest area, kiosks
- Estimated number of vehicles for the car park
- Other technical requirements of the facilities
- Estimate financial viability of the car park, considering affordability, willingness to pay
- Suggest options for operations and management of the car park
- Develop cost estimates for construction and maintenance of terminal and car park. The key output of this activity will be the Preliminary designs and estimates for construction.
- Utilise investment cost estimates to determine potential cash flows and profitability levels of the parking and depot facilities
- Develop a detailed project plan, with descriptions of terminal and car park business and financial forecasts as well as cost-benefit analysis using discounted cash flows and other suitable project appraisal methods
- Carry out discounted cash flow analysis of the project financial forecasts, and calculate key metrics such as the project NPV, IRR and Payback Period for the project
- Examine the social, economic, and environmental impacts that would arise from the implementation of the proposed projects, and develop concise action plans on ways of mitigating the adverse impacts, especially as such impacts apply to vulnerable groups in society

Bus Depot

Develop basic design of the bus depot to offer:

- provide routine maintenance for the 50 buses under phase1, including constructing a minimum 2-bay facility
- for the medium term, allow for allocating 100 buses to the site which would generate a requirement of 4 bays dedicated exclusively to daily preventative maintenance activities.
- Provide for preventive maintenance and the typical array of bus workshop facilities for maintenance, repair of buses and components, bodywork repair and upgrades. (standard requirement is one pit or ramp for every 10 buses, which would suggest 10 pits to accommodate 100 buses).
- Provide for secure storage facilities for consumable items like engine oil, lubricants, dispensing equipment, etc
- Provide for fueling and washing facilities

The consultant will prepare the design to accommodate 100 buses in the medium-term but the costing should reflect constructing facilities to accommodate 50 buses in the short term.

Develop estimates of cost considering different design options

The following deliverables are expected from the proposed consultancy:

- a) *Inception Report* – to lay out the consultant’s understanding of the scope of work, detailed approach and methodology for carrying out the required tasks, defining the work plan and delivery schedule and identifying the key stakeholders to be targeted during the task
- b) Basic designs of the terminal, car park and bus depot
- c) Options for management, operations, and maintenance of the facilities
- d) Affordability analysis for the car park based on willingness to pay

- e) *Market and Financial Feasibility Analysis Report* – to present the detailed market, business and financial results of the business, including:
- Detailed market segments, products and services
 - Operating Revenue, Cost, Profitability and Cash Flow Forecasts
 - Project Appraisal result metrics (NPV, IRR, Payback, RoI, ROE, etc) and sensitivity analysis measuring the impact of potential variations in underlying forecast assumptions
 - Project Risk Analysis and Mitigation Strategy
 - Environmental, Social and Economic Impact Assessment and Mitigation Action Plan

The proposed consultancy is anticipated to last for a period of 4 months.

The Project Fiduciary Management Unit of the Ministry of Finance now invites eligible National Consulting Firms (“**National Consultants**”) to indicate their interest in providing the Services.

Interested National Consultants should provide information demonstrating that they have the required qualifications and relevant experience to perform the Services. The shortlisting criteria are: core business and years in business, relevant experience, technical and managerial capability of the firm. Key Experts will not be evaluated at the shortlisting stage.

The attention of interested Consultants is drawn to Section III, paragraphs, 3.14, 3.16, and 3.17 of the World Bank’s “Procurement Regulations for IPF Borrowers” July 2016 Revised November 2017, August 2018 and November, 2020 Procurement Regulations setting forth the World Bank’s policy on conflict of interest.

Consultants may associate with other firms to enhance their qualifications, but should indicate clearly whether the association is in the form of a joint venture and/or a sub-consultancy. In the case of a joint venture, all the partners in the joint venture shall be jointly and severally liable for the entire contract, if selected.

A Consultant will be selected in accordance with the Consultants Qualification Selection method set out in the Procurement Regulations.

Further information can be obtained at the address below during office hours between 09:00 to 16:00 hours.

Expressions of interest must be delivered in a written form to the address below by e-mail on or before by **Monday 27th September, 2021 at 11:00 GMT.**

Project Fiduciary Management Unit
Ministry of Finance
Attn: The Team Lead
13A Howe Street Freetown
Sierra Leone
E-mail: irumobilityproject@gmail.com

Please indicate clearly the **Name of the Assignment** in the email subject heading and attachment as only electronic submission will be accepted.