



REPUBLIC OF KENYA

MINISTRY OF ROADS AND TRANSPORT

STATE DEPARTMENT FOR TRANSPORT

**TERMS OF REFERENCE FOR CONSULTANCY SERVICES FOR
DEVELOPMENT OF A 50-YEAR INTEGRATED NATIONAL
TRANSPORT MASTERPLAN AND A 10-YEAR INVESTMENT
PROGRAMME FOR KENYA**

JULY 2024

1.0 INTRODUCTION

1.1 Project Background

The Government of Kenya (GOK), with a credit from the World Bank, is financing the Horn of Africa Gateway Development Project (HoAGDP). The HoAGDP is a Regional Project that aims at enhancing regional trade facilitation, improvement of transportation infrastructure, and institutional strengthening.

The GOK intends to use part of the credit to finance institutional strengthening of the State Department for Transport (SDoT) and the State Department for Roads (SDoR) under the Ministry of Roads and Transport (MoRT). The MoRT is responsible for overall transport policy formulation and implementation, and oversight of the departments and state corporations under the Ministry. The SDoT is responsible for overall transport policy management and overseeing the development of an integrated multi-modal transport sector masterplan and investment programmes, among other functions.

The project component to be implemented by the SDoT is institutional strengthening to improve its capacity in policy formulation, regulation and oversight of the transport sector. In this regard, one of the activities under the project is the development of a 50-Year Integrated National Transport Masterplan (INTMP), and a 10-Year Investment Programme, for Kenya.

The development of a 50-Year Integrated National Transport Master Plan (INTMP) and the Development of a National Spatial Plan (NSP) were flagship projects under the first Medium Term Plan (2008 – 2012) of the Vision 2030. The INTMP was to be completed within two years of initiation and was to be linked to the NSP. The NSP was subsequently developed in 2015 to cover 30 years from 2015 to 2045.

The Kenya Vision 2030, as the long-term vision to guide the country's development, aims at "creating a globally competitive and prosperous country with a high quality of life by 2030". This is by seeking to transform Kenya into "a newly industrializing, middle-income country providing a high quality of life to all citizens in a clean and secure environment".

The MTP IV (2023 – 2027) of the Vision 2030, under the infrastructure sector, seeks to enhance transport connectivity by constructing new roads, maintaining rural and urban roads, rail, air and seaport facilities and services, among others. The MTP IV recommends for the development of the 50-Year transport master plan as one of the priority people-centred and inclusive growth interventions, which has so far not been accomplished.

1.2 Transport Sector and the National Economy

Transport is a prerequisite for the socio-economic development of Kenya and not only provides accessibility and movement of people and goods within the country, but also integrates Kenya into the global economy. An efficient transport system facilitates national and regional integration, promoting trade and economic development, supporting other sectors of the economy, contributing to poverty reduction and wealth creation, and minimizing effects of climate change. For Kenya, the transport sector should contribute to the achievement of the objectives of Vision 2030, the Africa Agenda 2063, the Sustainable Development Goals, Bottom-Up Economic Agenda (BETA) which informed the Fourth Medium-Term Plan (MTP IV), among other national and international development plans.

1.3 Rationale for the Development of the 50-Year National Transport Master Plan

Kenya has developed an Integrated National Transport Policy (INTP, 2009) that covers the entire transport sector, which consists of five (5) sub-sectors: Road transport; Rail transport; Maritime; Air transport; and Pipeline transport. The INTP identifies two critical issues on the planning and development of transport in Kenya, which could be reduced or solved by having a long-term integrated transport sector masterplan. Firstly, land use and transport planning is not fully integrated in terms of connectivity and inter-modality, as each mode of transport largely operates on its own. In addition the transport system connectivity is a bottleneck to socio-economic development of the country since its linkages with centres of production, markets and key economic sectors such as agriculture, tourism, industry and mining are weak and inadequate. Socially, the current transport system does not facilitate adequate access to health, education, governance (including access to government services), security, and recreation facilities, among others.

The INTP notes that development of integrated transport systems requires a fundamental change in the traditional way of looking at transport. That is, a mode should be considered only as a link in the chain from the origin to ultimate destination. Thus, an integrated system, providing a seamless transport service is important in facilitating efficient transportation. Planning and development of transport programmes and projects should therefore be mutually harmonized and synchronized to strengthen the integration between the sector and the national economy.

The policy recommendation is to develop an Integrated National Transport Master Plan (INTMP) encompassing all transport modes, with the goal to improve and extend transport infrastructure, to reduce transport costs and open-up new frontiers for economic development. The sub-sector Master Plans for each mode of transport will be subsequently developed and aligned with the 50-Year INTMP.

1.4 The Need for the 50-Year National Transport Master Plan

The Integrated National Transport Policy (INTP) 2009, approved by the Government through Sessional Paper no.1 of 2012 proposes alternative approaches for improving the coordination and integration amongst the various agencies and operators responsible for managing various elements of transport systems and how to better organize and operate multi-modal transport systems and public Transit Oriented Development (TOD). In pursuance of this quest, the proposed Integrated National Transport Master Plan will address the following challenges, among others:

1. Transport infrastructure planning and development by National and County Government institutions is fragmented and therefore inadequate in terms of connectivity and inter-modality. Although there has been increased efforts to enhance logistic linkages between origins and destinations, each mode of transport largely operates on its own;
2. Land use and transport planning and development are not well and fully integrated in Kenya. Currently our transport systems are neither fully demand responsive nor entirely cost-effective. There is an urgent need to establish transportation systems that respond to the needs of communities, proposed future developments, population growth, economic and social welfare and to security needs in the country and the region. It is equally important that transportation should stimulate economic development in all parts of the country by facilitating the supply response required to promote growth;
3. Whilst two major corridors (Northern and LAPSET) have been identified and planned for, the travel characteristics of all major transport corridors require detailed consideration in terms of magnitude, orientation, and trip length. The masterplan is expected to prepare detailed multi-modal plans the same for all transport corridors;
4. Accessibility is poor in rural areas of the country leaving some communities live in remote areas without reliable access to markets and socio-economic facilities, especially during the rainy seasons. Greater mobility is desirable for all as it fulfils social and employment needs by ensuring a reasonable level of personal mobility. Ideally people in rural areas should have reasonable access facilities to their places of work, schools, places of worship, recreation, social and health services delivery points, and shopping;
5. Financing transportation infrastructure facilities, rolling stock, and equipment is competing for public resources with other public service sectors like health, education, housing, energy, and water. Currently most of the transport infrastructure facilities are funded by the Government and considered to be an essential public service same as providing public health, sewer, water and education. However, overall financing of transportation infrastructure facilities is inadequate and lacks incentives for private sector financing;
6. Logistics plays a critical role in facilitating trade, enhancing supply chain efficiency, and driving economic growth. However, inadequate vertical integration with the logistics supply chain along the major transport corridors remains a challenge in Kenya. This reduces efficiency along the corridor, increases cost and time of doing business, and leads to the corridors being uncompetitive given the many players involved; and,

7. Vulnerability of the transport infrastructure to elements of climate change and other global risks such as pandemics and terrorism require enhancement of both physical and digital resilience of existing infrastructure and subsequent incorporation in new developments through long term planning and prioritised development.

1.5 Aim and Outcomes of the National Transport Masterplan

The aim of the 50-Year Masterplan is to ensure that investment and location of transport infrastructure and services are consistent with the national transport policy for optimal transport infrastructure investment to position Kenya as the most efficient and effective transport hub of the East and Central African region.

The 10-Year Investment Programme is to facilitate improvement and expansion of transport infrastructure, in accordance with the Masterplan, in a manner that reduces transport costs and open new frontiers for economic development. The Masterplan and the Investment Programme are to provide the Government and the private sector with systematic decision-making tools for investment in transport infrastructure and services. This is in recognition of the fact that development over the years has been uncoordinated and inadequately planned, resulting in transport infrastructure and services that are not integrated with each other, both nationally and regionally.

The 50-Year Masterplan and Investment Programme are expected to deliver the following outcomes:

1. Planning directions for the transport sector, including prioritized programmes and projects that will secure the integrity of the current system as well as laying the foundation for future systems;
2. The basis for the Government to seek development assistance from various development partners, attract private sector and other innovative financing where financially feasible;
3. Safe, reliable, efficient and convenient movement of freight and passengers in both urban and rural areas, in an environmentally sustainable manner;
4. Stimulation of growth through improved access to resources and thereby contribute to addressing Kenya's development challenges such as poverty reduction and unemployment;
5. Promotion of social integration and political stability, and a transport system that is responsive to local, national, regional and international socio-economic growth strategies;
6. Encourage low carbon technologies in the transport sector through promotion of climate resilient transport infrastructure and the use of less/non-polluting modes of transport;
7. Promotion of efficiency in public transport by planning for affordable transport modes such as Bus Rapid Transit System, urban commuter rail systems and promotion of multi-modalism and integrated land use and transportation planning and development; and
8. Provision of a medium-term ten (10) -Year prioritized transport investment programme and implementation schedule for the whole country as well as specific national and regional spatial development corridors.

2. OBJECTIVES AND OUTCOMES OF THE STUDY

2.1 Main Objective

The main objective of the study is to prepare a comprehensive 50-Year integrated long-term masterplan, including a phased 10-year prioritised investment programme for each transport sub-sector in Kenya, in line with the National Spatial Plan (2015 – 2045).

2.2 Specific Objectives

The specific objectives of the study are to:

1. Develop a long-term 50-Year Masterplan for the transport sector that include Road, rail, air, water, non-motorized and pipeline transport subsectors;
2. Develop a medium-term 10-Year prioritized transport sector investment Programme that include cost estimates, implementation arrangements, and possible sources of financing;

Build capacity on multi modal planning, urban corridor planning and development including the transit oriented planning and development

3.0 SCOPE OF SERVICES

The transport sector Masterplan and the Investment programmes shall cover the following sub-sectors: (i) roads; (ii) railways; (iii) aviation; (iv) maritime; (v) pipeline; and, (vi) futuristic modes of transport.

3.1 Tasks

The consultant shall collect data, information and reports, and undertake all necessary tasks to achieve the objectives of the assignment including, but not necessarily limited to, carrying out the following key tasks:

1. Review national and international development visions, plans and objectives to identify key spatial development areas in the short, medium and long-term future;
2. Determine the current endogenous and exogenous economic performance and contribution of the transport sector to the achievement of Vision 2030, including its contribution to the GDP, poverty reduction, wealth and employment creation, etc;
3. Review the current legal, institutional, financial and planning frameworks for the transport sector, identifying the key challenges and opportunities and how they should be addressed in planning and investment;
4. Review existing transport policies, legal and regulatory frameworks and development over the last five (5) years and plans for the next ten (10) years of the neighboring countries namely Burundi, Djibouti, Ethiopia, Rwanda, South Sudan, Tanzania and Uganda, in so far as they are relevant to regional transport through Kenya, together with the policies, projects and programmes of the East African Community (EAC) and Common Market for Eastern and Southern Africa (COMESA), and their impact on Kenya as a regional transport hub;
5. Assess and review personnel skills in the transport sector, and the capacity of local training institutes to produce competent and qualified personnel for the sector for the next 50 years and make recommendations;

6. Review the status of the current transport sector infrastructure network, services and logistics in terms of quantity/ capacity; quality/ condition; infrastructure and service standards; pipeline programmes and projects; strategic policy directions; national and international connectivity; accessibility; integration; resilience; roles and participation of the public and private sector; private sector financing; health, safety and security; enforcement of laws and regulations; risks and opportunities, to identify the effectiveness and adequacy of the transport system, core transport gaps and critical transport infrastructure;
7. Undertake transport demand modelling for the base year, and every 10-years to 50 years based on future traffic projections and planned land uses;
8. Prepare an integrated multi-modal 50-Year Masterplan and its implementation action plan, indicating the future requirements in terms of policies and strategies; the legal and institutional arrangements; human resources and skills; public and private sector capacity; financing options and strategies for development and maintenance, including Public Private Partnerships; land for development; reduction/ elimination of Greenhouse Gas (GHG) emissions; partnerships with the regional and international communities; risks and how to mitigate against them; and, opportunities and how to exploit them;
9. Identify the required interventions (programmes and projects), including demand management, to address the infrastructure supply and energy constraints/gaps, and undertake multi-criteria analyses of the model scenarios that consider technical, economic, social, gender, environmental and political factors to produce a detailed 10-year prioritised investment programme for each sub-sector;
10. Develop a results-based Monitoring and Evaluation (M&E) framework for the Masterplan and Investment Programmes, with measurable Key Performance Indicators (KPIs) and timelines;
11. Develop typical Terms of Reference for detailed feasibility studies for five (5) top priority projects for each sub-sector, and recommend those that qualify for development using private finance, and the viable options;
12. Undertake three (3) No. stakeholder workshops to disseminate the study findings and recommendations; and,
13. Identify capacity constraints that should be addressed to ensure successful implementation of the study recommendations and develop a capacity building roadmap for addressing them. This will include assessing needs and recommending the technical assistance required for various transport sub-sector activities.

3.2 Study tours

The consultant will organize two (2) study tours, for two (2) teams of ten (10) officials each to countries advanced in transport, the study tour will be for a duration of five (5) working days excluding travel time. The teams will be composed of officials from the public sector, research institutes and the private sector with experience in policy making, transport administration, transport operation, project and programme management and decision makers.

The study tour itinerary should consist of visits to Government Ministries, Departments, local Governments, regulatory institutions, training institutes within the transport sector in the countries to be visited. The visiting teams are expected to liaise with the local counterparts in the countries being visited, for overview of experience of long-term transport planning spanning a horizon of at least thirty (30) years, the challenges faced implementing transport development plans and how they were overcome, lessons learnt, including revising and adopting the plans to changing circumstances. The visiting team members should be provided with a template to report on what each member visited, learned, and concluded regarding appropriate applications in Kenya.

3.3 Training and knowledge transfer

To ensure sustainability of the Masterplan and Investment programme developed, including their periodic update, the Consultant shall work closely at all stages with the Client Working Group (WG) and County Government personnel who will be trained at different stages on the development process of the Masterplan. The Client will nominate ten (10) counterpart staff to be attached to the Consultant for the duration of the assignment as part of knowledge transfer. The nominated staff from the sub-sectors will be operating from their respective offices.

In addition, the consultant shall organize a five (5) day training seminar for one hundred (100) officials with varied backgrounds and competencies including economists, engineers, air transport specialists, maritime specialist, road transport specialists, railway specialists and researchers within the transport sector.

The training seminar will address the areas of transport planning and development, preparation of masterplans and investment programmes, transport management and operations, the use of relevant transportation models/software, case studies of one country each from Africa, Asia and South America that has successfully prepared and implemented a National Transport Masterplans and investment programmes.

The seminar will be residential, and the consultant will provide the experts on the project as the resource persons, and provide all learning materials. The Client will meet the cost of accommodation, conference hall, transport and logistics for the participants.

4.0 DURATION AND LOCATION

The duration of this assignment shall be eighteen (18) months from the date of commencement of the services. The assignments will cover all the Counties but the operational office for the consultant will be Nairobi, Kenya.

5.0 REPORTING REQUIREMENTS AND SCHEDULE OF DELIVERABLES

5.1 Reporting

1. The Consultant will report to the Project Team Leader from the State Department for Transport, Ministry of Roads and Transport;

2. The Consultant will report to a Multi-Agency Technical Team responsible for overseeing the study deliverables, on a regular basis. The Team will be supported by at least five (5) experts recruited and remunerated by the Client under a separate contract; and,
3. The employer will review the submitted study reports and issue official comments and approvals on the same within two weeks of receipt.

5.2 Schedule of Deliverables

The Consultant will prepare the following reports and deliverables:

1. **Inception report** shall be submitted **two (2) months** after commencement of the consultancy services. The report will give a conceptual view of the assignment as discussed and agreed with the Client and provide a detailed methodology, and a detailed work plan with information on approach to fulfilment of the assignment. The report will include the Masterplan Data needs, and proposed models for use in multi-criteria analysis (MCA), for the concurrence with and approval of the Client.
2. **Interim Report** shall be submitted within **six (6) months** after commencement of the assignment. The report shall summarize all data collected and collated and findings, recommendations on **items 1 to 6** of the detailed scope of services, and clear way forward based on the findings to ensure that the objectives of the assignment are achieved on time. The Interim Report will also contain the calibrated models to be used for the MCA as well as technical notes/discussion papers.
3. **Stakeholders' workshop- the first** will be held **seven (7) months** after commencement. The workshop report will document the proceedings of the stakeholders' workshop on the Interim Report, including presentations made and recommendations arising from the workshop and will be produced **within two weeks** of holding the workshop. The recommendations will be used to prepare the Draft Masterplan.
4. **Draft Masterplan** shall be submitted **twelve (12) months** after commencement. The report shall cover the final findings and recommendations on **items 1 to 6, and items 7 to 10**.
5. The **second stakeholders' workshop** will be held **thirteen (13) months** after commencement. The workshop report will document the proceedings of the stakeholders' workshop on the Draft Masterplan, including presentations made and recommendations arising from the workshop and will be produced **within two weeks** of holding the workshop. The recommendations will be used to prepare the Draft Final Masterplan.
6. Training of Client staff shall be undertaken **fourteen (14) months** after commencement, and the training report submitted two weeks later.

Draft Final Masterplan shall be submitted **sixteen (16) months** after commencement. The report shall cover the final findings and recommendations on **items 1 to 10**, and the draft typical Terms of References listed as **item 11**. The masterplan should be submitted together with "final databases and code/formulas to replicate analyses in reports: Data includes any digitized databases generated from paper records, as well as summary databases or data files developed under this ToR, and used in producing final deliverable outputs, such as, but not limited to reports, financial models, tables, and visualizations. Data documentation should clearly

describe the data and use corresponding variable labels. All values should include their source and any assumptions made regarding the value or how it enters the analysis".

7. **Draft investment programme report** shall be submitted **sixteen (16) months** after commencement. The report shall cover 5 phases of ten years each highlighting cost of implementation and financing options including PPP and detailed first 10-year and 20-year investment plans.
8. The **third (validation) stakeholders' workshop** will be held **seventeen (17) months** after commencement. The workshop report will document the proceedings of the stakeholders' workshop on the Draft Final Masterplan, including presentations made and recommendations arising from the workshop and will be produced within two weeks of holding the workshop. The recommendations will be used to prepare the Final Masterplan and the final typical Terms of References.
9. **Final Masterplan** shall be submitted **eighteen (18) months** after commencement. The report shall cover the final findings and recommendations on **items 1 to 10**, the final typical Terms of References listed as **item 11**, and the knowledge transfer report as a standalone report.
10. **Final investment programme** shall be submitted **eighteen (18) months** after commencement. The report shall cover the final 5 phases of ten years each highlighting cost of implementation and financing options including PPP and detailed first 10-year and 20-year investment plans.
11. **Monthly progress reporting** shall be submitted within 5 days of the of the start of the following contract month.
12. **Seminars.** The consultant/Government will organize at least two seminars for each of the four transport subsectors to discuss the technical notes/discussion papers

All documents and reports shall be submitted in three (3) formats: Printed Copy (10 No.), MS office document and Portable Document Format (pdf). All data generated/collected and reports prepared as part of the study shall belong to the Client.

6.0 REQUIREMENT FOR THE ASSIGNMENT The assignment requires that the Consultant/Consortium (Firm) to demonstrate having the following:

1. Track record of at least 10 years of working experience on preparation of transport systems/projects short-, medium and long-term transport Masterplans, specifically in preparation of multi-modal (air, roads, maritime, rail and pipeline subsectors) long-term transport planning and development, transport sector investment programmes, including public transport;
2. Experience in preparation of business and investment planning models, and implementation for the transport sector in the last 10 years;
3. Substantial expertise and experience in legal/regulatory, policy and institutional frameworks – not less than 10 years;

4. Substantial expertise and experience in integrated land use planning and transport planning and development – not less than 5 years;
 Strong understanding of the emerging technologies in land use and transport, and their applications; and,
 Relevant working experience in Sub Sahara Africa.

7.0 TEAM COMPOSITION, QUALIFICATIONS AND EXPERIENCE FOR KEY EXPERTS AND ESTIMATED TIME INPUT

The Consultant’s team will include qualified personnel with extensive international and regional experience in the development of: transport sector (roads, air, rail, pipelines and maritime) policies and strategies; long-term multimodal transport masterplan and investment programmes; legal and institutional frameworks; and, transport economics. The consulting firm shall have sufficient qualified personnel and resources, including international technical expertise and advisors, to provide all necessary professional, technical, and expert services, as required to accomplish the full scope of services described above, within the prescribed time.

Participation by nationals among proposed key staff will be an added advantage to enhance local capacity and technology transfer.

The Consultant shall assemble a team for undertaking the scope of services and tasks described above. In responding to the Terms of Reference, the Consultant must provide curriculum vitae, roles and responsibilities and a written statement of exclusivity and availability of key experts who will be working on the project.

The Consultant/Consortium shall mobilize at a minimum, the following key personnel:

Position	Qualifications and Experience Required	Person-months
K1 - Project Team Lead/ Transport Economist	<p>Must possess an advanced University degree in Engineering, Transport Economics or a Transport-related field. Must be registered with a recognized professional public institution.</p> <p>At least 15 years of experience in economic and financial evaluation of transport infrastructure projects, demand estimation, analysis of public transport investments, transport policy, cost recovery system, development economics.</p> <p>Should possess experience of not less than 10 years in carrying out economic and financial related studies, of which at least 5 years working experience should be in east and sub-Saharan Africa.</p> <p>Good understanding of appraisal in the increasingly important public-private financing investment arrangements, preferably in a ‘developing country’ context will be an added advantage.</p>	18

Position	Qualifications and Experience Required	Person-months
	Should possess experience of having successfully implemented at least one project of similar size and complexity for a public sector institution in role of a Team Leader.	
K2 – Policy, Institutional and Regulatory Expert	<p>Have a minimum of a master’s degree in law, public policy, economics, planning or any other related field. Must be registered with a recognized professional public institution.</p> <p>At least 15 years of working experience in policy, planning and regulation setting specifically within the transport sector.</p> <p>Have a good knowledge and experience of the legal and regulatory environment of the transport sector, and particularly in legal, institutional and policy analysis and formulation.</p> <p>Should possess experience of not less than 15 years in carrying out legal and institutional related studies, of which at least 5 years working experience should be in east and sub-Saharan Africa.</p> <p>Should possess good understanding and practical experience in analysis of the impact of various legal/regulatory interventions related to transport systems.</p> <p>Experience of having successfully implemented at least one project of similar size and complexity for a public sector institution in role of a policy and regulatory expert in the last 5 years.</p> <p>Knowledge of the regional/national context will be an added advantage.</p>	12
K3 – Sub-sector Specialists (Road, Rail, Maritime, Aviation, Pipeline) – 5 No.	<p>Must possess an advanced University degree in the relevant field (road, rail, maritime, aviation). Must be registered with a recognized professional public institution.</p> <p>At least 15 years of working experience in transportation planning and development in the related field.</p> <p>Experience in integration of transportation systems and transport modes.</p> <p>Experience in formulation and implementation of policies and plans related to land use, transportation and sustainability.</p> <p>Experience of having successfully implemented at least one project of similar size and complexity for a public sector institution in role of a Subsector expert, in the last 10 years.</p>	60

Position	Qualifications and Experience Required	Person-months
	Project management and communication skills.	
K4 – Urban and Regional Planner	<p>Have a minimum of a master’s degree urban or regional Planning any other related field. Must be registered with a recognized professional public institution.</p> <p>At least 15 years of working experience in transportation-oriented land use planning, environmental planning, transportation planning, planning analysis, urban design, and zoning.</p> <p>Should possess experience of not less than 10 years in carrying out transport planning and development related studies, of which at least 5 years working experience should be in east and sub-Saharan Africa.</p> <p>Proficiency in data analysis and interpretation to assess demographic trends, economic factors and land use patterns</p> <p>Experience in analysis and synthesis of spatial data in production of scenario maps used in information of policy;</p> <p>demonstrated experience in application of GIS and remote sensing tools and GPS techniques in spatial planning in transport network planning and spatial data analysis.</p> <p>Experience in integration of transportation systems and transport modes.</p> <p>Experience in formulation and implementation of policies and plans related to land use, transportation and sustainability.</p> <p>Experience of having successfully implemented at least one project of similar size and complexity for a public sector institution in role of an Urban and Regional Planner in the last 5 years.</p>	12
K-5 Development Economist	<p>Must possess an advanced University degree in Economics, Engineering, Transportation economics, development and/or applied economics international economics or any other related field. Must be registered with a recognized professional public institution.</p> <p>Over 15 years’ experience in economic analysis, cost-benefit, and financial evaluation of transport projects.</p> <p>Experience in transport modelling techniques, data analysis and scenario forecasting.</p>	18

Position	Qualifications and Experience Required	Person-months
	<p>Proficiency in economic research methods and statistical analysis to examine and interpret data related to development issues.</p> <p>Strong analytical and quantitative skills, ability to conduct economic assessments and knowledge of economic impacts of transportation projects.</p> <p>The ability to conduct quantitative and qualitative research, including fieldwork, surveys, and data analysis.</p> <p>The ability to evaluate and assess the effectiveness of economic policies and development programs aimed at reducing poverty, fostering economic growth, and achieving sustainable development.</p> <p>Practical experience working in developing countries or regions, either through internships, research projects, or field assignments.</p> <p>Experience in using economic models to assess the potential impacts of policies, interventions, and development projects.</p> <p>Experience of having successfully implemented at least one project of similar size and complexity for a public sector institution in role of Development Economist.</p> <p>Must possess experience of not less than 10 years in carrying out economic and financial related studies, of which at least 5 years working experience should be in east and sub-Saharan Africa.</p>	
K6: Financial Specialist	<p>Must possess an advanced University degree in Finance or other relevant fields and must be registered with a recognized professional public institution.</p> <p>Must have experience as a financial transport infrastructure Expert in at least one (1) similar project in the last 10 years.</p> <p>Should possess experience of not less than 10 years in carrying out financial related studies, of which at least 5 years working experience should be in east and sub-Saharan Africa.</p>	10
K-6 Environmental and Social Expert	<p>Must possess an advanced University degree in Environmental Science and 15 years working experience. Must be registered with a recognized professional public institution.</p> <p>Experience in GHGs emissions forecasts and calculations as well as analysis of impacts of environmental and climate change interventions in terms of emissions, pollution, health is a plus.</p>	12

Position	Qualifications and Experience Required	Person-months
	<p>Experience with development partners Environmental and Social safeguards policies and IFC Performance Standards and be registered with NEMA.</p> <p>Experience in Environmental Impact Assessments, knowledge of sustainable transportation practices, and familiar with environmental regulations.</p> <p>Experience of having successfully implemented at least one project of similar size and complexity for a public sector institution in role of Environmental and Social Expert.</p> <p>Must possess experience of not less than 10 years in carrying out social and environmental related studies, of which at least 5 years working experience should be in east and sub-Saharan Africa.</p>	

In addition to the above key staff, the Consultant may include in its proposal non-key experts, such as Traffic Engineer, Gender Expert, GIS Expert, etc, as appropriate.

8.0 LOGISTICS AND FACILITIES

The Consultant will be responsible for providing all the necessary resources to carry out the Services including office, office equipment and other requisite logistics.

1. The client will facilitate access to reports and available data relevant to the assignment ;
2. The client will review the study reports submitted and organize validation workshops within one week of receipt;
3. The Client will facilitate communication between the Consultant and relevant Government Agencies;
4. The Client may review with the Consultant any or all the documents and advice forming part of the Consultancy in meetings and presentations which will be held at the Client's office or any other venue of choice within Kenya; and,
5. The Client may, at its discretion, require the Consultant to participate in extended meetings at or work from its offices and the Consultant shall, on a best endeavour basis and without unreasonable delay, provide such services at the offices of the Client.

10.0 ACCEPTANCE OF DELIVERABLES

All deliverables are to be delivered in English, with all background material being made available electronically, and subject to approval by the State Department for Transport. If necessary, the Team will engage editors to ensure that all outputs meet a standard of quality that is fit for public dissemination. All written materials should be packaged concisely with graphics, figures, and tables as required to facilitate communications. All data files should include annotations in English that will enable the State Department for Transport to retrace analytical steps and make future use of all data and analysis. The Consultant will adjust the content of the deliverables in line with comments made by the State Department for Transport.

The State Department for Transport shall own all rights, title and interest, including all intellectual property rights, in and to any reports, document, computer software (in source code and object code form), or other deliverable (whether in hard-copy or digital files) created or used under this assignment. The Team will provide additional soft copies of all data in Microsoft Excel formats. For the avoidance of doubt, this will include all data used in the development of assignment tasks such that all analysis should be replicable after completion of the assignment without requiring any additional data sources.