

## **Terms of Reference for Expert to Conduct Feasibility Studies and Full Proposal Development for the Proposed SDF2 Funded Sheikh - Berbera Road Rehabilitation (Including Five Bridges) Project – Somaliland**

### **1. Background to SDF**

The Somaliland Development Fund (SDF) was established in 2012 to provide a single vehicle through which development partners could support Somaliland's development goals. The first phase of the SDF was implemented in 2013-2017 and supported the Government of Somaliland (GoSL) filling a critical gap through funding projects that are fully aligned to the National Development Plan (NDP) while at the same time recognizing the role of GoSL in the delivery of basic services.

The Somaliland Development Fund – Phase 2 (SDF2) covers the period 2018-2023. SDF2 is conceived as an inclusive economic development programme. It supports the GoSL in delivering infrastructure that is relevant for inclusive economic development. It focuses on sustainable investments that spur job creation and fast growth, while at the same time laying the foundation for long-term resilience and development, leading to a more stable and peaceful Somaliland. SDF2's support is fully aligned with government priorities as defined in the National Development Plan 2 (NDP2) 2017-2021 and reflect the priorities set out in Somaliland Vision 2030.

The objectives of the SDF2 are threefold:

- Support increased inclusive economic growth through investment in productive, strategic infrastructure to enhance economic growth and revenue generation.
- Strengthen and maintain the capabilities of the government of Somaliland to prioritise and manage the sustainable and equitable development of Somaliland's infrastructure.
- Support strong government ownership of development priorities aligned with the National Development Plan.

### **2. Background to roads in Somaliland**

Road transport is the only mode of transport used for the movement of goods and people in Somaliland. The Somaliland road network is estimated to consist of around 1010 km of paved roads, 1,225 km of unpaved roads, and approximately 6,800 km of unpaved wheel truck roads. The majority of these roads are considered to be in a state of disrepair owing to lack of maintenance. Since inter-regional air, rail, and sea transport is virtually non-existent, these roads—bad as they are—are vital. More than 99% of the movement of goods and people within Somaliland depends on the road transport system. Rural and feeder road networks are in the worst condition. The use of animals—principally camels and donkeys—for transport continues to be the only means available to a large segment of the rural population. The condition of the road network has deteriorated steadily over the years due to limited investment. Collaborated effort by Somaliland citizen, Diaspora, and business people has had impact in road maintenance.

Road infrastructure is key to the functioning of any economy in that it enables rapid movement of people and goods for economic development. The road network in Somaliland is classified into the following broad categories namely:

- Trunk roads - those linking to neighbouring countries and regarded as important and strategic
- Primary roads that link the regional capitals with the districts
- Secondary roads that link district towns with the main villages.
- Feeder roads that link villages to villages and districts

Since the European Union (EU) funds for the maintenance and rehabilitation of the paved roads ran out in December 2005, the Roads Development Agency (RDA) has mainly concentrated on the maintenance of the Berbera Corridor; the rest of the classified road network has slowly been failing and slowly falling into a state of disrepair.

### **3. Proposed project**

The proposed project seeks to rehabilitate 82 km Sheikh – Berbera road section that connects the Somaliland cities of Berbera and Sheikh including 5 bridges. This proposed section partially addresses RDA's 2019 plan to renovate the Berbera-Las'anod stretch, which connects the Eastern regions to the port city and the country to the neighbouring Somalia. People of Somaliland rely heavily on imports from the Asian Peninsula countries thus making this road stretch a lifeline to the entire nation. Some part of Somalia relies heavy on the port of Berbera for its exports and imports which use this road section.

The overall objective of the project is *to contribute to facilitate trade by the providing quality interconnectivity by road from Burao to Sheikh to Berbera*. Burao-Sheikh-Berbera road was constructed in the early eighties and ever since neither major rehabilitation nor maintenance works have been undertaken apart from the SDF funded project that partially rehabilitated two bridges and spot rehabilitation of the main road, i.e. Burao-Sheikh-Berbera. The physical condition of the roads is riddled with gapping potholes and worn off road edges. The road surfacing has lived its useful lifetime and as such is readily falling apart in particular along the bridges which have recently been scenes of deadly accidents. Due to the deplorable physical situation of the road, it is desirable to fully rehabilitate the entire road section to acceptable engineering standards. This will include the rehabilitation of five bridges for complete removal of the road surfacing and rehabilitating base course layer, rising in low lying sections and providing enough drainages works.

### **4. Scope of work**

SDF2 implementation framework requires all projects submitted for SDF2 funding should be identified, designed, and developed by the respective line ministries and agencies of the Government of Somaliland (GoSL) in line with their sector strategies and aligned to the second National Development Plan (NDP2) 2018 - 2021. In this regard, the MoTRD has developed a Project Concept Note for rehabilitation the Burao-Sheikh- Berbera in line with the sector priorities and has been approved by the SDF2 Joint Steering Committee (JSC). The next step in the process is the development of a full project proposal. The SDF Secretariat is therefore seeking the services of a Short-Term Expert (STE) in Road and Bridges to support the MoTRD in conducting necessary preliminary consultations, assessments and development of a full project proposal as per the SDF

approved proposal format. The STE should not replace government capacities, but instead reinforce existing ones. As part of the assignment, the STE will therefore be expected to involve relevant MoTRD staff in writing the proposal as a part of on the job training.

## 5. Key tasks

Referring to the SDF2 Project Proposal template, Guidance Note and Project Cycle Manual, in close collaboration with MoTRD and RDA, the expert shall accomplish the following:

### Feasibility assessment

- Review the road rehabilitation project concept note prepared by the MoTRD.
- Review the Road Sector strategy and other related documents relevant to the proposed project.
- Hold detailed meetings with the MoTRD officials to understand the rationale and the appropriateness of the proposed project and the technical solutions provided.
- Visit and determine of the capacities of local roads construction companies.
- Design schematic road designs/drawings BOQ and specifications of the Sheikh – Berbera and feasibility assessment reports.
- Hold meetings with the Road & Bridges construction contractors to understand:
  - ✓ Their approach to the road rehabilitation;
  - ✓ The implementation modality (labour versus capital intensive)
  - ✓ Cost of per km
  - ✓ Community involvement
- Undertake extensive field visits along Burao-Sheikh – Berbera road to:
  - ✓ assess the status of the road and bridges;
  - ✓ assess the reason of failures for both roads and bridges;
  - ✓ Obtain design data from the site to provide suitable design for rehabilitation of bridge and roads along Burao-Berbera-Sheikh -Burao route.
  - ✓ Material requirements Assess the availability of construction materials and water;
- Establish the standards of rehabilitation to be adopted and agree on the same with the MoTRD officials.
- Draft road & bridge rehabilitation preliminary designs, specifications, quantity and cost estimates and agree on the same with MOTRD and SDF.
- Keep the SDF Secretariat informed through brief reports.

### Full proposal development

- Working with the MoTRD team, to develop a coherent project intervention logic based on which the project proposal shall be based;
- Guided by the SDF2 full project proposal development guidelines, develop a project log-frame coherent with project objectives thoroughly defining impact, outcome, output, activities, and indicators;
- Describe the project strategic context with a strong focus on sectorial context and project compliance with government development policies and regulations;
- Describe how the project is going to address the main cross-cutting issues with a strong focus on:
  - ✓ Institutional sustainability, i.e. who is going to manage the output after project completion?
  - ✓ Operational sustainability, i.e. how the project will be managed after completion?

- ✓ Financial sustainability, i.e. how much will it cost managing the output after project completion?
- ✓ Obtain inputs of the Environment, Gender and Conflict Analysis short term experts (engaged separately) for the environmental sustainability, gender and social inclusion and sensitive conflict programming components of the proposal.
- ✓ Ensure a clear output on MoTRD capacity development
- Assess the technical feasibility of the project providing draft technical solutions and options and future expansion prospects for the well field.
- Develop a cost-based project implementation plan detailed at the activity level.
- Develop a realistic project work plan detailed at the activity level.
- Develop a reliable project budget detailed at the activity level following SDF format.
- Develop a reliable procurement plan at activity level.

## 6. Duration, location and deliverables

### 6.1 Timing and duration

The expected input is 40 working days.

### 6.2 Location

The experts will work from Hargeisa with travel to the road location in Sahil region.

### 6.3 Deliverables

Activity	By who	When (working day)
Inception report	STE	5 <sup>th</sup> day
Draft feasibility review report (not more than 15 pages)	STE	15 <sup>th</sup> day
Review and comments on draft feasibility report	SDF Team + MDA	18 <sup>th</sup> day
Incorporating Comments	STE	22 <sup>th</sup> day
Final feasibility study report	STE	23 <sup>rd</sup> day
Draft full project proposal	STE	32 <sup>nd</sup> day
Proposed one week break optional (to be discussed)		
Review and comments on draft Proposal	SDF Team + MDA	33 <sup>rd</sup> day
Incorporating Comments		38 <sup>th</sup> day
Final full project proposal	STE	40 <sup>th</sup> day

A consulting week will run from Saturday to Thursday (6 working days).

## 7. Required qualifications, skills and experience

### Qualifications and skills

- Master Degree in Civil Engineering specialised in Road and or Bridges Engineering;
- Demonstrated excellent command of spoken and written English; and
- Excellent interpersonal and diplomatic skills.

### General professional experience

- Extensive previous experience (minimum 12 years) in implementing roads rehabilitation projects;
- Registered with a recognised Engineering body;
- Proven understanding of Project Cycle Management (PCM), Logical Framework Approach (LFA);
- Demonstrated experience in conducting feasibility appraisal and design of road rehabilitation projects; and
- Demonstrated understanding of the contribution of road to economic development.

### Specific professional experience

- At least 8 years' experience in designing, formulation and supervising/managing projects related to urban water development in fragile and conflict affected countries;
- Designed and wrote at least one project proposal for road rehabilitation in the last three years; and
- Conducted at least one feasibility or prefeasibility study for road rehabilitation project in the last one year.

## **8. Supervision**

The Expert will work under the overall guidance of the SDF2 Team Leader and day to day supervision of the SDF2 Deputy Team Leader for Projects and the Minister/General Manager or Designate of the MoTRD/RDA.

## **9. Payment**

- All fees will be paid after completion and approval of the assignment final report;
- The SDF Secretariat will organize and pay for Expert accommodation and DSA as per SDF2 guidelines.

## **10. Duty of Care**

- The Expert will work under the overall SDF Secretariat Health, Safety and Security protocols;
- The Expert will be expected to provide own insurance for health care, accidents, and other risks associated to the assignment. The SDF Secretariat shall be free from any liabilities arising from the same;

## **11. Other provisions**

- Travel: The SDF Secretariat will facilitate the Expert's transport in Hargeisa and in the field.
- Meetings: The SDF2 Deputy Team Leader – Projects and the MoTRD/RDA team shall organise all the required meetings;
- Relevant documents: The SDF2 Deputy Team Leader – Projects shall furnish all pertinent available data and information and give such assistance as shall be reasonably required by the Expert in carrying out the assignment;
- Personal Computers: the Expert is responsible for the provision of his/her own personal computer.