



## REQUEST FOR PROPOSALS (RFP) - SELECTION OF CONSULTANTS

**TENDER TITLE:** CONSULTANCY SERVICES TO CONDUCT A FEASIBILITY STUDY AND DESIGN FOR E-MOBILITY ADOPTION AT THE PORT OF MOMBASA AND INLAND CONTAINER DEPOT-NAIVASHA; KENYA

**TENDER NUMBER:** PRQ20241295

**ISSUE DATE:** 17th APRIL 2025

**DUE DATE:** 8<sup>th</sup> May 2025 No Later Than 1600HRS KENYA TIME

**FINANCED BY:** TRADEMARK AFRICA (TMA)

## TENDER INSTRUCTIONS

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## General

1. This Request for Proposal (RfP) and the instructions for compiling and submitting your Proposal are designed to help you produce a Proposal that is acceptable to TMA as well as ensuring that Proposals are given equal consideration. TMA will select the most economically advantageous tender. It is essential, therefore, that you provide the information requested in the specific format and no other.
2. **TRADEMARK AFRICA (TMA) is not bound to accept the lowest price, or any, proposal. We also reserve the right to request any, or all, Consultants to clarify the proposals submitted.**

## Instructions to Consultants

### 3. Pre-submission meeting and/or site visit

A pre-submission meeting and/or site visit is not applicable for this procurement process.

### 4. Costs and Charges

The Consultant shall bear all costs associated with the preparation and submission of its proposal, and TMA shall not be responsible or liable for those costs, regardless of the conduct or outcome of the selection process. TMA is not bound to accept any proposal and reserves the right to annul the selection process at any time prior to contract award, without thereby incurring any liability to the Consultant.

### 5. Language of Proposal

The proposal, as well as all correspondence and documents relating to the proposal exchanged between the consultant and TMA shall be written in the **ENGLISH** language. Any other language shall lead to disqualification of the proposal. In cases where there is a translation, it must be endorsed by an authorised translator.

### 6. Only One Proposal

The Consultant (including the individual members of any joint venture (JV)) shall submit only one proposal, either in its own name or as part of a JV in another proposal. If a Consultant, including any JV member, submits or participates in more than one proposal, all such proposals shall be disqualified and rejected. This does not, however, preclude the Consultant's staff from participating as key experts and non-key experts in more than one proposal. However, the same sub-Consultant may participate in several submissions.

If the consultant is a consortia/JV, the RfP shall include:

a copy of the JV agreement entered by all members,

or

a letter of intent to execute a JV agreement, signed by all members together with a copy of the agreement proposal.

In the absence of this document, the other members will be considered as sub-consultants. Experiences and qualifications of sub-consultants shall not be considered in the evaluation of the proposals.

## 7. Validity

The proposals must remain valid for not less than **120 days** from the date of submission. TMA shall endeavour to complete the evaluation and communicate within this period. The proposals shall be prepared in indelible ink, and it shall contain no interlineations or overwriting, except as necessary to correct errors made by the Consultant. Any such corrections must be initialled by the person(s) who sign(s) the proposals.

## 8. Clarifications and Amendments

Enquiries must only be for the purposes of clarifying the content of this RfP. All enquiries must clearly specify the tender title, number, section being queried and should be emailed to [procurement@trademarkafrica.com](mailto:procurement@trademarkafrica.com).

Interested Consultants may request for clarifications on this RfP up to **seven (7)** days before the submission date. TMA will endeavour to reply within three (3) working days of receipt of the sought clarification(s) to any reasonable request for explanation. It will be at TMA's discretion to provide additional information where necessary.

Final clarifications with TMA's responses will be shared with all potential Consultants and/or made public on the prescribed website. Consultants are advised to frequently check the prescribed website for updates for review and consideration in preparation of their submissions.

Should TMA deem it necessary to amend the RfP, because of clarifications, it shall do so by issuing an amendment in writing or by standard electronic means. The amendment shall be sent to all Consultants and will be binding on them. TMA may extend the proposal submission deadline to give the Consultants reasonable time to take an amendment into account in their proposals.

## 9. Eligibility

*This assignment is eligible to firms and consortiums only. Application received from individual consultants shall be automatically disqualified.*

TMA permits Consultants (firms, including JVs and their members) from all countries to offer consulting services for TMA-financed projects.

Furthermore, it is the Consultant's responsibility to ensure that its experts, JV members, sub-Consultants, agents (declared or not), sub-contractors, service providers, suppliers and/or their employees meet the eligibility requirements as established by TMA.

- a) **Sanctions:** A firm or an individual sanctioned by TMA in accordance with the Supplier Code of Conduct, shall be ineligible to be awarded or benefit from a TMA-financed contract, financially or otherwise, during such period of time as TMA shall determine.

Consultants debarred by the World Bank, the Public Procurement and Disposal Act (PPDA) of the Governments of all TMA countries of operation, TMA donors and/or any other international donor agency are barred from bidding.

- b) **Prohibitions:** Consultants and individuals of a country or goods manufactured in a country may be ineligible if indicated in TMA's Supplier Code of Conduct and:
- as a matter of law or official regulations, the recipient's country prohibits commercial relations with that country, provided that TMA is satisfied that such exclusion does not preclude effective competition for the provision of services required; or
  - by an act of compliance with a decision of the United Nations Security Council taken under Chapter VII of the Charter of the United Nations, the recipient's country prohibits any import of goods from that country or any payments to any country, person, or entity in that country.
- c) **Restrictions for Government-owned Enterprises:** Government-owned enterprises or institutions in the recipient's Country shall be eligible only if they can establish that they (i) are legally and financially autonomous, (ii) operate under commercial law, and (iii) that they are not dependent agencies of TMA.

To establish eligibility, the government-owned enterprise or institution should provide all relevant documents (including its charter) sufficient to demonstrate that it is a legal entity separate from the government; it does not currently receive any substantial subsidies or budget support; it is not obligated to pass on its surplus to the government; it can acquire rights and liabilities, borrow funds, and can be liable for repayment of debts and be declared bankrupt; and it is not competing for a contract to be awarded by the government department or agency which, under the applicable laws or regulations, is its reporting or supervisory authority or has the ability to exercise influence or control over it.

- d) **Restrictions for public employees:** Government officials and civil servants of the recipient's country are not eligible to be included as experts in the Consultant's proposal unless such engagement does not conflict with any employment or other laws, regulations, or policies of the Recipient's country, and they
- are on leave of absence without pay, have resigned or retired;
  - are not being hired by the same agency they were working for before going on leave of absence without pay, resigning, or retiring;  
(in case of resignation or retirement, for a period of at least six (6) months, or the period established by statutory provisions applying to civil servants or government employees in the recipient's country, whichever is longer. Experts who are employed by the government-owned universities, educational or research institutions are not eligible unless they have been full time employees of their institutions for a year or more prior to being included in consultant's proposal); and
  - their hiring would not create a conflict of interest.

## 10. Format of Your Proposal

Your Proposal should be set out in four (4) main parts:

- Part A – Preliminary Requirements;
- Part B – Executive Summary;
- Part C – General and Technical; and
- Part D – Financial.

## 11. Part A Preliminary Requirements

Consultants are required to submit scanned copies of the below documents:

- Signed and stamped Supplier Code of Conduct (**Annex 1**) with all pages initialized.
- Signed consortia/JV agreements or letters of intent (applicable to consortia/JV) between your selected partners; and
- Signed power of attorney.

Failure to submit the above requirements may lead to disqualification.

Parts A, B & C may be contained in one PDF document. However, the Financial Proposal (Part D) must be submitted as a **separate PDF document** to enable the Technical and Financial proposals to be evaluated independently.

Please do not include any financial/ price information in Parts A, B or C. Inclusion of any price information in Parts A, B or C **shall lead to rejection of the Proposal.**

## 12. Part B Executive Summary

This should be a brief overview of your tender covering how you intend to achieve the outputs and your assessment of the resources required.

## 13. Part C General and Technical Proposal

Your technical submission should contain the following:

- a) Signed and stamped Technical Bid Submission Form (**Annex 2**);
- b) The firm's previous relevant experience should include the client's contact details, description of the assignment undertaken, start and end dates of each assignment. Refer to **Annex 4** in this RfP;
- c) Technical response (including method of implementation and your proposed quality assurance mechanisms);
- d) A list of the names and designation of all proposed experts/key personnel who will work on this project. Please clearly indicate the positions/roles to be played by the personnel to match those requested for in the Terms of Reference (ToRs). The team composition template is **Annex 5** in this RfP;
- e) The Curriculum Vitae (CVs) of proposed experts with information relevant to this project to support the proposed expert for this assignment. The CV template is **Annex 3** in this RfP;
- f) **Only one (1) CV** shall be submitted for each of the proposed key expert position. If more than one CV is submitted for the same position, only the first CV will be evaluated; and
- g) Consultants must confirm that their proposed key expert will be available to provide the required services for the duration of the contract.

### NOTE:

- **The technical proposal shall not include any financial information. The Inclusion of any financial information shall lead to the proposal being declared non-responsive.**
- **The technical proposal MUST be in PDF and password protected.**

Consultants are advised to respond in line with or in reference to the scoring criteria as indicated in the **Technical Evaluation** section of this RfP document.

#### **14. Part D Financial Proposal**

The financial proposal shall be prepared using the standard forms annexed in the RfP. It shall list all costs associated with the services, including (a) remuneration of key experts and non-key experts, (b) other expenses, and (c) all applicable taxes.

**a) Contents:** The financial proposal should contain the following information:

- Signed and stamped Financial Bid Submission Form (**Annex 6**); and
- Pricing details using the enclosed pro-formas. Besides completing proforma 1, bidders must complete proformas 2, 3 and 4 on a fees and expenses basis to demonstrate the cost breakdown of the milestone payments. Innovation is encouraged in the development and pricing of technical and commercial proposals (**Annex 7 Proforma Templates**).
- The financial proposal should not be combined with the technical proposal but should be submitted as a separate document.
- The financial proposal **MUST be in PDF and password protected.**

**b) Currency of Proposal:** The financial proposal shall be stated in **United States Dollars (\$)**.

**c) Taxes:**

- The financial proposal should clearly estimate, as a separate amount, the different applicable taxes, duties, fees, levies, and other charges imposed in **Kenya** under the Applicable law, on the Consultants, the sub-Consultants, and their experts (other than nationals or permanent residents of the Country).
- The consultant, its sub-Consultants and experts are responsible for meeting all tax liabilities arising out of the Contract unless stated otherwise in this RfP. The Consultant is required to obtain information on taxes in the Country where the contract is to be implemented.
- The resultant Contract will be domiciled in **Kenya**.
- Consultants should clearly breakdown and separate the tax components in their financial proposals to facilitate evaluation of the financial proposals.

#### **15. Confirmation of Experience Letter / References**

References of potential Consultants which have been given by a current TMA employee shall not be accepted in support of a submission of a Proposal as part of a procurement process. For the avoidance of doubt, only TMA's confirmation of experience letter / references signed by the Head of Procurement are acceptable in support of applications, bids, proposals, or submissions.

#### **16. Sustainability Considerations**

TMA has adopted the World Bank's Environmental and Social Framework (ESF) as mentioned in the Supplier Code of Conduct. Consultants are required to demonstrate how the implementation of their proposed solution shall address/enhance sustainability.

### 17. Evaluation Criteria and Process

In assessing the proposals submitted, the evaluation panel will use the Quality and Cost Based Selection (QCBS) as specified in this RfP.

### 18. Technical Evaluation

The technical evaluation will be based on a scoring system marked out of a maximum score of **100 Marks**. Only proposals that score a minimum of **70 marks out of possible 100 marks** will be deemed to be “technically responsive”.

The detailed evaluation criteria are provided below:

#	Evaluation Criteria	Max Score (100)
<b>A</b>	<b>Experience and understanding of the objectives of the firm</b>	<b>(20 marks)</b>
1	The firm must demonstrate experience of related to conducting feasibility studies for e-mobility, alternative energies, energy efficiency or sustainability related studies	3
2	The firm must demonstrate experience in carrying out studies with towns, cities, ports, maritime logistics, manufacturing, or large-scale infrastructure projects in the last 3 years. Provide Letters of Recommendations/Completion with contact persons, letters of reference of similar assignments in facilities:	5
3	Green House Gas Emission Accounting: The firm must demonstrate to have carried out at least 2 GHG emission accounting and specifically on emission intensity reduction ideally for large projects like ports, energy, infrastructure, manufacturing, and logistic fleets. (Evidence to be attached)	5
4	Environmental and Social Impact Assessments (ESIA): Proven expertise in carrying out at least 2 projects in ESIA, preferably for large projects like ports and infrastructure. (Evidence to be attached)	4
5	Training/ Capacity Building Program: Proven expertise in developing and implementing training programs/modules on e- mobility, digitalization, alternative fuels and renewable energy technologies (Evidence to be attached)	1
7	Additional suggestions and proposals on the TORs and the assignment	2
<b>B</b>	<b>Approach and Methodology (25 marks)</b>	<b>Max Score</b>
8	Adequacy and quality of the proposed methodology and work plan in response to the Terms of Reference (TORs), demonstrating a clear understanding of the specific context of the Kenya Ports. The firm should articulate their approach in their own words for each major scope of work, providing evidence of how their methodology meets the specific requirements outlined in the TORs. Please do not copy and paste the TORs	10



9	Clear, relevant, innovative, and coherent technical approach and methodology for carrying out the assignment, covering data collection and analysis, clear stakeholders mapping and engagement plan, clear method on project cost estimation, risks management planning, etc.	10		
10	Detailed work-plan/Gantt Chart for the assignment with detailed and clear deliverables and conformity with stipulated timeframe. The workplan should at least entail milestones to be covered, deliverables, breakdown of the work structure and staffing and working schedules.	3		
11	Clear organisation structure and staffing for execution of the assignment. The number of experts and the expected number of working days for each expert are adequate to satisfactorily perform each activity.	2		
<b>C</b>	<b>Team Composition, Key Experts' Qualifications and Competence for the Assignment (55 marks)</b>	<b>Score</b>	<b>Max Score</b>	
C 1	<b>Team Leader: Electrical/Mechanical Engineer (12 marks)</b>	A bachelor's degree in electrical/mechanical engineering and other related technical qualifications from a recognized university (Proof of Academic Certificates Must be submitted)	2	12
		Master's degree in either Electrical Engineering, Mechanical, Maritime/Transportation Engineering, Energy Management, Port Planning, Renewable Energy and other related technical qualifications from a recognized university (Proof of Academic Certificates Must be submitted)	2	
		At least 10 years in a consultancy firm with at least 10 years of progressive professional experience in energy related studies. Experience in the maritime industry is an added advantage:	2	
		Registered and licensed by the Engineers Board of Kenya as a consulting or professional engineer or similar recognized valid international license registered with relevant professional body (Proof of License by the awarding boarding Must be submitted)	2	
		Has a strong background in energy supply, e-mobility and development studies or any other related field	1	
		Has participated in energy-related studies conducted in at least five relevant organizations and completed at least 2 projects similar in scope.	1	

		List of satisfied former/current clients on relevant assignments and their email addresses.	1	
		Proficiency in English and high level of communication (writing and presentation).	1	
C 2	<b>Renewable Energy Specialist (7marks)</b>	BSc. in Electrical Engineering, Renewable Energy, or any other relevant degree from a recognized university. (Proof of Academic Certificates Must be submitted)	2	7
		At least 8 years of progressive professional experience in renewable energy projects or other related projects:	1	
		Registered and licensed by the Engineers Board of Kenya as a consulting or professional engineer or similar recognized valid international license registered with relevant professional body (Proof of License from the awarding body Must be submitted)	1	
		A strong experience in carrying out renewable energy projects such as grid integration, mini grids and smart grid systems, alternative fuels and battery and storage systems	1	
		Completed at least 2 projects similar to the one which will be undertaken:	1	
		List of satisfied former/current clients on related projects and their email addresses	1	
C 3	<b>Electrical Engineer (6 marks)</b>	BSc. in Electrical Engineering, or any other relevant degree from a recognized university. (Proof of Academic Certificates Must be submitted)	2	6
		At least 8 years of progressive professional experience in renewable energy projects or other related projects:	1	
		Registered and licensed by the Engineers Board of Kenya as a consulting or professional engineer or similar recognized valid international license registered with relevant professional body. (Proof of License from the awarding body Must be submitted)	1	

		Completed at least 2 projects similar to the one which will be undertaken:	1	
		List of satisfied former/current clients on related projects and their email addresses.	1	
C 4	<b>Mechanical Engineer (6 marks)</b>	A BSc degree in Mechanical Engineering from a recognized university (Proof of Academic Certificates Must be submitted)	2	6
		At least 8 years of progressive, professional experience in mechanical work, studies or other related projects. Experience with port equipment is an added advantage:	1	
		Completed at least 2 projects similar to the one which will be undertaken.	1	
		Registered and licensed by the Engineers Board of Kenya as a professional engineer or similar recognized valid international license registered with relevant professional body (Proof of License from the awarding body Must be submitted)	1	
		List of satisfied former/current clients on related projects and their email addresses	1	
C 5	<b>Civil Engineer (6 marks)</b>	A BSc degree in Civil Engineering from a recognized university (Proof of Academic Certificates Must be submitted)	2	6
		At least 10 years of progressive, professional experience in mechanical work, studies or other related projects. Experience with port equipment is an added advantage:	1	
		Completed at least 2 projects similar to the one which will be undertaken.:	1	
		Registered and licensed by the Engineers Board of Kenya as a professional engineer or similar recognized valid international license registered with relevant professional body (Proof of License from the awarding body Must be submitted)	1	
		List of satisfied former/current clients on related projects and their email addresses	1	

C 6	<b>Operations and Logistics expert (6 marks)</b>	A degree in Maritime Studies, Transport and Logistics Supply Chain Management and other related fields (Proof of Academic Certificates Must be submitted)	2	6
		At least 8 years of progressive professional experience in port and/or logistics supply chain management and other related projects:	2	
		Completed at least 2 projects similar to the one which will be undertaken.	1	
		List of satisfied former/current clients on related projects and their email addresses	1	
C 7	<b>Financial/Economic Expert (6 marks)</b>	A degree in Finance, Economics, Commerce or any other relevant degree from a recognized university (Proof of Academic Certificates Must be submitted)	2	6
		At least 10 years of progressive professional experience in carrying out financial and economic forecasting, modelling and analysis, studies, pricing structure for e-mobility and other related projects:	2	
		Completed at least 2 projects similar to the one which will be undertaken.	1	
		List of satisfied former/current clients on related projects and their email addresses	1	
C 8	<b>Environmental, Health, and Safety (EHS) Expert. (6 marks)</b>	A degree in Environmental Science/Studies, Environmental Engineering, Environmental Health or any other relevant degree from a recognized university (Proof of Academic Certificates Must be submitted)	2	6
		At least 8 years of progressive professional experience in carrying out environmental related studies including but not limited to ESIA and emission accounting:	1	
		Must be registered by the National Environmental management Authority (NEMA) as an EIA expert or similar recognized valid international license registered with relevant professional body. (Proof of License from the awarding body Must be submitted)	1	

	Completed at least 2 projects similar to the one which will be undertaken.	1	
	List of satisfied former/current clients on related projects and their email addresses	1	
<b>Grand Total Marks</b>			<b>100</b>
<p><b>{Notes to Consultant: The Client will assess whether the proposed methodology is clear, responds to the TORs, work plan is realistic and implementable; overall team composition is balanced and has appropriate skills mix; and the work plan has right input of Experts}</b></p> <ul style="list-style-type: none"> <li>· For professional and academic qualification certified copies of certificates by either Commissioner of Oaths, Notaries Public or Lawyers must be attached.</li> <li>· For experience, bidders must attach CVs of proposed staff signed by the said staff with a commitment statement on availability for the Project.</li> <li>· All the Experts MUST attach proof of registration with relevant professional bodies and valid current practicing licenses.</li> </ul>			

Only firms and or consortiums/JV who attain a minimum of **70 or more marks out of possible 100 marks** shall be shortlisted for the **financial evaluation**.

The weight given to the **technical evaluation** shall be **70%** out of **100%** and the weight given to the financial proposal shall be **30%**.

#### 19. Financial Evaluation

All substantially responsive proposals that score **70 marks or more out of 100 marks** from the **technical evaluation** shall have their financial proposals evaluated.

The formula for determining the financial score (Sf) shall be as follows:

**Sf = 30% x fm/f where:**

**Sf =** is the financial score

**Fm** is the lowest fees quoted and

**F** is the fees of the proposal under consideration.

The lowest fees quoted will be allocated the maximum score of **30%**.

The bidder's proposals will be ranked according to their combined technical score (st) and financial score (sf) and weighted accordingly. The formula for the combined scores shall be as follows:  $S = ST \times T\% + SF \times P\%$

Where:

S, is the total combined scores of technical and financial scores

St is the technical score

Sf is the financial score

T is the weight given to the technical proposal (in this case **70%**) and

P is the weight given to the financial proposal (in this case **30%**)

Note P + T will be equal to **100%**.

The bidder who /has achieved the highest combined technical and financial score shall be declared successful and subsequently invited for clarifications.

## **20. Negotiation**

TMA, may at its discretion, choose to negotiate either with all Consultants that have passed technical and financial evaluation, or a shortlist of such, on any aspects of the TOR, proposed methodology, key expert, inputs, price and/or conditions of the contract.

## **21. Packaging, Submission and Delivery of Tenders**

All submissions must be submitted via TMA's procurement mailbox using the email address, [procurement@trademarkafrica.com](mailto:procurement@trademarkafrica.com) on or before **8th May 2025 No later than 1600Hrs Kenya Time**.

Please note that the maximum size of each email with attachments must not exceed **5MB**. The Technical and Financial proposal shall be submitted **as two separate documents in PDF format**, in the same email or as separate emails.

**Both Technical and Financial proposal MUST be password protected.**

## **22. Late tenders.**

No late tenders will be accepted. No special pleadings will be accepted. Faxed or hard copy proposals/samples shall be rejected.

## **23. Complaints**

Any questions, queries or concerns about the procurement process should be raised directly with the Head of Procurement in the first instance via [procurement@trademarkafrica.com](mailto:procurement@trademarkafrica.com), who will address the matters raised. If the matter is not satisfactorily resolved, the complainant is encouraged to write to [complaints@trademarkafrica.com](mailto:complaints@trademarkafrica.com).

## **24. Deviations, Reservations, and Omissions**

During the evaluation of bids, the following definitions apply:

- "Deviation" is a departure from the requirements specified in the Bidding Document;
- "Reservation" is the setting of limiting conditions or withholding from complete acceptance of the requirements specified in the Bidding Document; and
- "Omission" is the failure to submit part, or all of the information or documentation required in the Bidding Document.

## **25. Determination of Responsiveness**

TMA's determination of a bid's responsiveness is to be based on the contents of the bid itself. A substantially responsive bid is one that meets the requirements of the Bidding Document without material deviation, reservation, or omission. A material deviation, reservation, or omission is one that,

- if accepted, would: -
  - Affect in any substantial way the scope, quality, or performance of the Works specified in the Contract; or

- Limit in any substantial way, inconsistent with the Bidding Document, the Employer's rights or the Bidder's obligations under the proposed Contract; or
- If rectified, would unfairly affect the competitive position of other Bidders presenting substantially responsive bids:
- The Employer shall examine the technical aspects of the bid submitted in accordance with Invitation to Consultants (ITC), Technical Proposal in particular, to confirm that all requirements have been met without any material deviation, reservation, or omission; and
- If a bid is not substantially responsive to the requirements of the Bidding Document, it shall be rejected by the Employer and may not subsequently be made responsive by correction of the material deviation, reservation, or omission.

## **26. Nonconformities, Errors, Omissions and Fee Rates**

- Provided that a bid is substantially responsive, the Employer may waive any non-conformity in the bid.
- Provided that a bid is substantially responsive, the Employer may request that the Bidder submit the necessary information or documentation, within a reasonable period of time, to rectify nonmaterial nonconformities in the bid related to documentation requirements. Requesting information or documentation on such nonconformities shall not be related to any aspect of the price of the bid. Failure of the Bidder to comply with the request may result in the rejection of its bid.
- Provided that a bid is substantially responsive, the Employer shall rectify quantifiable nonmaterial nonconformities related to the Bid Price. To this effect, the Bid Price may be adjusted, for comparison purposes only, to reflect the price of a missing or non-conforming item or component.

## 27. TERMS OF REFERENCE

### CONSULTANCY SERVICES TO CONDUCT A FEASIBILITY STUDY AND DESIGN FOR E-MOBILITY ADOPTION AT THE PORT OF MOMBASA AND INLAND CONTAINER DEPOT-NAIVASHA; KENYA

#### 1. Introduction

##### **About TradeMark Africa**

TradeMark Africa (TMA) is a leading African Aid-for-Trade organization that was established in 2010, with the aim to grow intra-African trade and increase Africa's share in global trade, while helping make trade more pro-poor and more environmentally sustainable.

TMA operates on a not-for-profit basis and is funded by: The Bill & Melinda Gates Foundation, Canada, Denmark, the European Union, Finland, France, Ireland, the Mastercard Foundation, the Netherlands, Norway, the United Kingdom, and the United States of America. TMA works closely with regional and continental inter-governmental organizations, national governments, the private sector, and civil society.

Since its inception, TMA has delivered substantial gains for trade and regional economic integration in East Africa and the Horn of Africa, including a reduction of 16.5% in cargo transit times on the Northern Corridor from Mombasa to Bujumbura, and a reduction of an average of 70% in the time taken to cross select one stop border posts. TMA officially launched its continental-wide shift and rebrand in West Africa in January 2023, with Ghana being the first country of operations in the region.

In 2022, TMA set up a catalytic finance company – Trade Catalyst Africa (TCA) – that will pilot commercially viable projects for creating trade infrastructure (both physical and digital) as well as increasing access to Trade Finance for Small and Medium Enterprises (SMEs).

Both TMA and TCA's headquarters are in Nairobi, Kenya. Offices are in: EAC Secretariat – Arusha, Burundi, the Democratic Republic of Congo, Djibouti, Ethiopia, Ghana, Malawi, Rwanda, Somaliland, Tanzania, Uganda, and Zambia with operations in Benin, Mozambique, South Sudan, Togo and will soon be in Nigeria. For more information, please visit [www.trademarkafrica.com](http://www.trademarkafrica.com)

##### **About Kenya Ports Authority partnership**

The Kenya Ports Authority (KPA) is a state corporation established in 1978 under the Kenya Ports Authority Act (Cap 391) with the mandate to manage and operate all seaports along Kenya's coastline. KPA's primary role is to facilitate maritime trade and logistics by providing efficient port services and infrastructure. The Authority oversees major ports, including the Port of Mombasa, the largest and busiest port in East and Central Africa, serving Kenya and its landlocked neighbouring countries. Additionally, KPA manages inland container depots such as Naivasha ICD, which enhances cargo handling and regional trade connectivity. Through modernization efforts, KPA aims to improve operational efficiency, integrate smart technologies, and promote sustainable port operations.

KPA, with funding from the Embassy of Sweden through TMA, under the implementation of Kenya's Enhanced Trade Environment and Inclusion (KETEI) Program, is seeking to procure a consultancy to conduct a detailed feasibility and design study on the implementation of electric mobility (e-mobility) solutions at the



Port of Mombasa (PoM) and Naivasha Inland Container Depot (NICD). This study aims to assess the technical, operational, financial, environmental and social feasibility of deploying these technologies to enhance operational efficiency, reduce emissions and promote sustainability in port operations.

## 2. Background

The Port of Mombasa is the largest and busiest seaport in Eastern Africa, serving as a crucial gateway for trade in the East and Central Africa region. As global trade expands and environmental concerns intensify, the port faces increasing pressure to reduce greenhouse gas (GHG) emissions and enhance energy efficiency. The transport and logistics sector within the port relies heavily on fossil fuel-powered vehicles and equipment, contributing to high operational costs, carbon emissions, water, waste and air pollution. Resultantly, there is a growing interest in adoption of e-mobility solutions to improve sustainability, reduce emissions, and enhance operational efficiency.

Additionally, logistical infrastructure within the Port of Mombasa (PoM) and Naivasha Inland Container Depot (NICD) are evolving to meet increasing cargo volumes and efficiency demands. The integration of smart logistics systems, including digital platforms for cargo tracking, automation, fleet management, presents an opportunity to enhance e-mobility operations. The interface between electric vehicles (EVs) and digital integration can lead to optimized energy use, reduced congestion, and improved turnaround times. Advanced telematics, and artificial intelligence (AI) can further enhance the efficiency of e-mobility implementation at the port.

The energy systems and requirements of the port are critical factors in the transition to e-mobility. The port requires a reliable energy supply, with the potential for renewable energy integration to support charging infrastructure. Smart energy management systems, including microgrids, battery energy storage, and demand-side management solutions, will be necessary to ensure a stable and sustainable power supply for electric mobility applications. Energy efficiency measures, such as grid modernization and integration with Kenya's national power grid, will be explored to support the shift to e-mobility.

Regulatory and policy frameworks play a significant role in enabling the adoption of electric mobility and enhancing port efficiency. The transition to e-mobility aligns with <sup>12</sup>Kenya's eclectic mobility policy adopted in 2024 and the commitment to climate change mitigation under the Paris Agreement, Kenya's Change Act and Kenya's Climate Change Action Plan geared towards promoting clean energy, lowering emissions and enhancing sustainable transport solutions. To align with the ambitious global and national regulations, the KPA's Green Port Policy (GPP) outlines the long-term strategy for a 50 % transition to e-mobility for port operations. The feasibility study will therefore assess existing policies, identify regulatory gaps, and recommend necessary adjustments to accelerate e-mobility adoption at the port.

To support this transition, this feasibility study further aims to assess the technical, operational, financial, and environmental viability of implementing electric mobility at the PoM and NICD. The study will identify the necessary infrastructure, policy frameworks, financial models, GHG emission baselines and reduction potential and develop an implementation framework to support the shift to e-mobility, while ensuring minimal disruption to port operations.

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<sup>1</sup> <https://www.transport.go.ke/dawn-new-era-ministry-launches-draft-electric-mobility-policy>

<sup>2</sup> Kenya's Draft E-Mobility National Policy: [https://transport.go.ke/sites/default/files/Draft%20National%20e-Mobility%20Policy\\_For%20Circulation%2027.03.2024.pdf](https://transport.go.ke/sites/default/files/Draft%20National%20e-Mobility%20Policy_For%20Circulation%2027.03.2024.pdf)

### **3. Purpose**

The purpose of the feasibility study is to assess the viability of transitioning to e-mobility at the PoM and NICD with the aim of improving operational efficiency, reducing emissions, and enhancing energy sustainability. Specifically, the study seeks to:

- Evaluate the current transport system: Analyse the existing transport and logistics infrastructure at the port, including cargo handling equipment, trucks, and service vehicles, etc to identify inefficiencies and challenges.
- Assess the feasibility of e-mobility solutions: Determine the technical, financial, economic and environmental viability of implementing EVs and supporting infrastructure such as charging stations and smart energy management systems.
- Identify energy requirements and sustainability measures: Examine the power supply capacity, grid integration needs, and potential for renewable energy (such as solar and wind) and alternative fuels (green hydrogen, green ammonia, biofuels, methanol, etc) to support e-mobility. The study will also assess energy storage solutions and smart grid technologies to ensure a stable power supply.
- Enhance operational efficiency through digital integration: Explore in brief how digital logistics solutions can support e-mobility adoption and improve overall port efficiency.
- Review regulatory and policy frameworks: Analyse existing regulations, incentives, and policies related to e-mobility and port efficiency in Kenya. The study will identify gaps and recommend policy reforms to facilitate e-mobility adoption.
- Develop an Implementation Roadmap: Provide a strategic plan outlining phased adoption of electric mobility—such as proposed pilot projects, fleet electrification plan, etc—, estimated investment requirements, potential financing models, and key stakeholders needed to drive the transition.

### **4. Specific Objectives**

- Assess the ports' transport and logistic systems and requirements
- Analyse the ports energy infrastructure and energy management
- Review the policy and regulatory frameworks and propose recommendations for the enhancement and scale up of e-mobility
- Assess the digital integration landscape for the adoption of e-mobility
- Review the supportive infrastructure systems that includes the training needs, maintenance and service centres and e-waste management systems
- Assess the economic, environmental and social impacts and develop a roadmap for implementation.

### **5. Scope of work**

#### **5.1 General Requirements**

The consultant should always keep in mind that the study must be authentic, based on the current situation analysis and thorough, and that it will form the basis for making important decisions and it is not just a bureaucratic requirement.

Accordingly, the consultant shall exercise all reasonable skills, care and diligence in the study's performance and shall carry out all responsibilities to recognized professional standards. The consultant shall act as a faithful advisor to KPA and TMA, and shall supply all expertise, knowledge, advice, and skills required to carry out and complete the study expeditiously, in accordance with the conditions of engagement.

## 5.2 Specific Requirements

### a. Assess ports' transport and logistic systems and requirements

- Carry out a detailed assessment of the current transport and logistics fleet to identify potential areas for electrification at PoM and NICD.
- The fleet to be assessed will include but not limited to: utility vehicles, forklift trucks, terminal tractors, reach stackers, mobile harbour cranes, empty container handlers, marine crafts, Rubber Tyred Gantry Cranes (RTGs), etc.

### b. Assess the availability and suitability of port e-mobility technologies, including EVs and charging infrastructure.

- The EV technology infrastructure to be assessed will include; vehicle to grid, battery swapping technologies, wireless charging, fast and ultra-fast EV charges.
- Assess the impact of e-mobility adoption (such as length of charging time, frequency of charging, etc) on operational productivity.

### c. Analyse the ports energy infrastructure and energy management

- Determine the energy demand and grid capacity required for EV integration.
- Collect and review field data in the ports to get preliminary information about the existing energy demand, supply and challenges. These should include:
  - ✓ Establish existing power loads used in the port (Ship-to-Shore Gantries, Rail Mounted Gantry cranes, reefer points, port flood lighting, workshops, sheds, offices etc.)
  - ✓ The projected power loads considering future developments, including development of berths, powered port equipment like, RTGs, harbor mobile cranes, among others.
  - ✓ Determine whether the existing load capacity can accommodate the projected additional load for EV adoption
- Determine the possibility of renewable energy integration for E mobility.
- Establish adequate conditions for setting up an onsite micro & smart grid systems and Battery Energy Storage Systems (BESS) to ensure stable energy supply and load management
- Assess the adoption of energy management system to control and monitor e-mobility integration into the existing energy infrastructure
- Determine the readiness for alternative fuels use in e-mobility (e.g. green hydrogen, fuel cells, green ammonia, biofuels, methanol, etc)

### d. Review the policy and regulatory frameworks and propose recommendations for the enhancement and scalability of e-mobility

- Identify regulatory and policy barriers and propose strategies to overcome them.
- Review the alignment of the ports' e- mobility initiatives to the international, regional and national policy and regulatory frameworks.

### e. Assess the digital integration landscape for the adoption of e-mobility

- Assess fleet management systems for the integration of tracking and optimizing usage of electric port vehicles, for the purposes of providing accurate data analysis on energy consumption and emission intensity.

**f. Review the supportive infrastructure systems that includes the training needs, maintenance and service centres and circular economy application.**

- Conduct a Training Needs Assessment to identify areas for capacity building for port operators, maintenance staff and stakeholders
- Develop a training plan for
- Assess opportunities for circular economy application for e-mobility at the ports as a waste management strategy.

**g. Assess the economic, financial, environmental, and social impacts and develop a roadmap for implementation.**

- ✓ Conduct a GHG emission baseline for existing fleet and energy consumption within the ports.
- ✓ Carry-out an in-depth cost-benefit economic and financial analysis of adopting e-mobility solutions.
- ✓ Assess the safety standards of the e-mobility technologies and equipment
- ✓ Conduct an Environmental and Social Scoping analysis and develop Terms of Reference for the detailed ESIA Study (Detailed ESIA to be carried out in Phase II)
- ✓ Identify potential challenges and opportunities associated with adoption of e-mobility
- ✓ Assess funding models for e-mobility implementation such as development partners, Public-Private Partnerships, Multilateral Financial Institutions, etc to aid in the project implementation.
- ✓ Provide recommendations for pilot projects and phased implementation strategies.
- ✓ Provide recommendations and implementation plan on appropriate consolidation of e-mobility projects for ease of monitoring and scalability.
- The implementation plan should also include a phased transition plan that considers KPA’s asset registry’s decommissioning and replacements for utility fleet and cargo handling equipment.
- The implementation plan should include a matrix for assessing the adoption of the recommendations. The table below provides a guideline on some of the items to be considered.

NO	Recommended measure (phased)	Estimated implementation plan	Estimated annual CO2 reduction (	Estimated Annual monetary savings	Payback period	Return on Investment
TOTAL						

- Conduct literature review to analyse ports implementing e-mobility solutions. The analysis is applicable to all the activities referenced in this section.
- Develop a detailed monitoring and verification framework for the phased implementation plan.
- Prepare and present the inception report and draft reports to KPA and stakeholders for validation and concurrence on options selection.
- Facilitate validation workshop for selection of viable options for further development and detailed designing of Phase II activities. The workshop cost will be covered by TMA.
- Detailed Design Study to be done in Phase II of the project. The consultant will be responsible for the development of the terms of reference for the detailed design that will be guided by the recommendations of the feasibility study.

## 6. Methodology and Approach

The methodology for the consultancy will include a detailed desk review of all current and key literature (port, national, regional, and global) on e-mobility. This will also include reports generated by KPA, TMA and its partners. Some of these documents, reports, policies, and strategies include:

- KPA's Green Port Policy
- KPA's Strategy
- TMA Green Trade Strategy
- Kenya's sectoral policies and regulatory framework on e-mobility, energy, environment and climate change

The consultant will be expected to conduct key informant interviews (KII) with key port stakeholders as well as interviews with key partners and beneficiaries (e.g. port users, operators, energy providers, development partners, etc.). The consultants will be required to visit key partners (and secondary stakeholders identified by the key/primary stakeholders as important for the success of the project) and conduct consultations and in-depth interviews with all the relevant organizations, companies, and institutions to gather the necessary data and information.

The Consultants shall keep record of all information collected and present this in a manner which allows for statistical comparisons to be made. Qualitative assessments must be backed up by case studies and relevant industry examples.

The consultants will be required to outline the planned approach, methodology, staffing and work plan (including visits to the selected ports) of the study in response to these terms of reference. It should also include proposed methods of quality assurance.

The team will ensure that its recommendations are consistent with global good practices and agreements, and regional and national organizations' policies, priorities, and programmes, while taking into the context of the region of interest. The study will support in developing the KPA's knowledge and technical capacity in designing and implementing e-mobility interventions.

The proposed methodology will be reviewed, refined and approved by KPA and TMA upon commencement of the contract. The consultant shall be responsible for evolving an appropriate methodology in accordance with relevant industry standards which are acceptable to KPA and TMA.

Summarily, the consultant will be expected to undertake the following:

- Develop a detailed methodological approach and plan
- Engage with relevant stakeholders such as the KPA staff, KPLC, Kenya Railway Authority, shipping agents, shipping lines and ship owners, etc. to address all their concerns and consider their views and recommendations.
- Undertake field visits and consultations with all relevant parties
- Undertake detailed feasibility and design study
- Make presentations to the Project Implementation Committee, Project Coordinating Committee and Kenya Ports Authority's Senior Management to seek their views and guidance.
- Make Two (2) presentations (draft and final reports) to key stakeholders to seek their comments and recommendations.

## 7. Expected Deliverables

This assignment is divided into two phases, The firm/team of consultants/consortium of firms will submit the following as outputs:

### Phase 1

- Inception report
- Prepare a draft Feasibility Study for review and discussion.
- Prepare a Final Detailed Feasibility Study Report considering client and other stakeholder comments.
- Prepare a separate executive summary styled report of a standard and quality acceptable to the client outlining the principal of the project, costing of the basic components, economic and technical justifications, the environmental and social assessment and implementation plan for the e-mobility project.

The following reports are required to be produced and submitted by the consultant:

#### (i) Inception Report

Within **4 weeks** of signing the contract, the consultants shall produce an inception report outlining initial observations, apparent availability of data, and detailed work program for the components of the study. The work program shall describe the survey, sampling, and analytical tools to be used in data collection.

#### (ii) First Draft Report

Within **12 weeks (about 3 months)** of approval of the inception report, the consultants shall produce a draft report outlining (i) background information and data generated in each of the tasks as well as the range of compositions grouped in categories (ii) issues and needs in each of the categories and the range in the categories. The draft shall be presented to a workshop of all relevant stakeholders.

#### (iii) Draft Final Report

Within **4 weeks** of approval of the First Draft the consultants shall produce a final draft report including (i) final presentation of all background information, data, and findings;(ii) analysis of port e-mobility objectives and scope of work; (iii) detailed implementation plans; (iii) recommended options taking into consideration environmental and social benefits, cost and sustainability for potential investment. The final draft report shall be presented to a workshop of all relevant stakeholders.

#### (iv) The Final Report

Within **4 weeks** of approval of the Final Draft Report, the consultants will submit a comprehensive feasibility study on port e-mobility. It shall be submitted in sets of hard-bound copies and an electronic copy, **4 weeks** after receiving comments from the validation workshop by key stakeholders. The consultants will also be required to prepare and submit a separate executive report outlining the principles of the project, costing of the basic components, economic and technical justifications and the social and environmental assessment of e-mobility projects at KPA.

There shall be two (2) stakeholders' workshops to validate the findings of the Draft Report and Final Draft Report. The Final Feasibility Study Report shall include comments from Kenya Ports Authority PIT and management, TradeMark Africa, and key stakeholders.

## Phase 2

- Prepare draft detailed design report, drawings and cost estimates for review and discussion for all selected projects.
- Prepare a final detailed design Report considering client's comments
- Prepare a separate executive summary styled report of a standard and quality acceptable to the client outlining the detailed cost estimate of the projects
- Prepare and submit the associated tender documents for all the projects.
- Prepare an Environmental and Social Impact Assessment scoping to complement the final detailed designs and technical specifications of e-mobility projects.

### i. Draft Detailed Design Report

Within **6 weeks (about 1 and a half months)** of submission of the final report in Phase I, the consultants shall submit a draft detailed design report, drawings including

- ✓ Scope of works for the different projects
- ✓ Detailed drawings and calculations
- ✓ Individual Technical specifications for all components involved and
- ✓ Cost estimates and Bills of quantities for the different projects.
- The draft detailed design report shall be presented for review by Kenya Ports Authority PIT, management and Trademark Africa.

### ii. The Draft Detailed Final Design Report

Within **8 weeks (about 2 months)** of approval of the draft detailed design report, the consultants will submit a comprehensive Draft Detailed Final Design Report taking into consideration all comments and views of Kenya Ports Authority PIT, management and Trademark Africa. The report shall be submitted in sets of hard-bound copies and an electronic copy. This shall be presented to Kenya Ports Authority management and Trademark by Kenya Ports Authority PIT, management and Trademark Africa for further comments and approval.

### iii. The Detailed Final Design Report

Within **5 weeks** of approval of the Draft Final Detailed Design Report, the consultants will prepare comprehensive tender documents detailing all technical expectations and quality standards expected of the projects as per the detailed project designs.

**NOTE:** The award of Phase II is conditional and will be dependent on the successful delivery of Phase I i.e. the deliverables for Phase 2 are indicative. The final deliverables will be based on the recommendations of Phase 1 (the feasibility study) and the needs of the project's beneficiaries. The budget ceiling will, however, remain the same, meaning that the most impactful activities and deliverables based on either the indicative list above, or the study's recommendations will be prioritized and implemented within the budget ceilings provided.

The ideal scenario is to have the successful bidder (the consultant) for the first phase undertake the second phase. Bidders' financial proposals should therefore include both phases, but it must be understood that the extension of the award contract to provide for the second phase will be subject to satisfactory performance

by the consultant of the first phase and the demonstration of additional necessary capacities and capabilities with respect to the second phase, if required. KPA and TMA reserve the right to exclude phase 2 work based on the considered opinion of the consultant's performance of Phase 1 and the quality of the Phase 1 deliverables.

## **8. Qualifications and Experience of Key Personnel**

### **(i) Team Leader (Electrical/Mechanical Engineer)**

**Responsibilities:** Directs, coordinates, and integrates all study components. Ensures alignment with relevant policies, industry standards, and best practices. Engage stakeholders while consolidating reports from different experts into a final feasibility study among other duties.

#### **Qualifications and Experience:**

- The lead consultant must be a holder of a bachelor's degree in electrical/mechanical engineering and master's degree in either Electrical/Mechanical Engineering, Maritime/Transportation Engineering, Energy Management, Port Planning, Renewable Energy and other related technical qualifications from a recognized university.
- The team leader must have a strong background in energy supply, e-mobility and development studies or any other related field.
- Have worked as a team leader for at least 10 years in a consultancy firm with at least 10 years of professional progressive experience in energy-related studies. Experience in the maritime industry is an added advantage.
- The Team Leader shall have participated in energy-related studies conducted in at least five relevant organizations and completed at least 2 projects comparable in scope.
- Proficiency in English and high level of communication (writing and presentation).
- List of satisfied former/current clients on relevant assignments and their email addresses.
- The Team Leader must be registered and licensed by the Engineers Board of Kenya as a consulting or professional engineer or similar recognized valid international license registered with relevant professional body.

### **(ii) Renewable Energy Specialist**

**Responsibilities:** Evaluate opportunities to integrate renewable energy systems in e-mobility adaptation. Analyze energy storage solutions, such as battery storage and microgrid integration, to improve system efficiency and reliability. Assess grid impact, explore off-grid solutions, and recommend sustainable energy policies and best practices among other duties.

#### **Qualifications and Experience:**

- BSc. in Electrical Engineering, Renewable Energy, or any other relevant degree from a recognized university.
- At least 8 years of progressive professional experience in renewable energy projects or other related projects.
- Registered and licensed by the Engineers Board of Kenya as a consulting or professional engineer or similar recognized valid international license registered with relevant professional body.
- A professional of high standard, specialized and with a strong experience in carrying out renewable energy projects such as grid integration, mini grids and smart grid systems, alternative fuels and battery and storage systems.



- Capacity to conduct research /studies and must have completed at least 2 projects comparable to the one which will be undertaken.
- Proficiency in English and high level of communication (writing and presentation).
- List of satisfied former/current clients on related projects and their email addresses.

### **(iii) Electrical Engineer**

**Responsibilities:** Assesses power distribution needs and evaluates various charging technologies, including slow, fast, and ultra-fast chargers. Establishes safety and reliability standards for electrical installations. design charging infrastructure, ensuring compatibility with grid capacity and vehicle requirements among other related duties.

#### **Qualifications and Experience:**

- BSc. in Electrical Engineering or any other relevant degree from a recognized university.
- At least 10 years of progressive professional experience in electrical power systems and related projects.
- Registered and licensed by the Engineers Board of Kenya as a consulting or professional engineer or similar recognized valid international license registered with relevant professional body.
- A professional of high standard, specialized and with a strong experience in carrying out cold ironing related studies;
- Capacity to conduct research /studies and must have completed at least 2 projects similar to the one which will be undertaken;
- Proficiency in English and high level of communication (writing and presentation);
- List of satisfied former/current clients on related projects and their email addresses.

### **(iv) Mechanical Engineer**

**Responsibilities:** Examine the design, performance, and durability of electric vehicles (EVs) for their intended use. Assesses battery technology, lifespan, and thermal management to improve efficiency and safety. Review maintenance requirements, repair costs, and fleet transition feasibility while analyzing drivetrain components for compatibility with existing conditions, among other related duties.

#### **Qualifications and Experience:**

- A Mechanical Engineering from a recognized university.
- At least 10 years of progressive professional experience in mechanical works, studies or other related projects. Experience with port equipment is an added advantage.
- A professional of a high standard, specialized and with strong experience in carrying out mechanical works and other related studies.
- Capacity to conduct research /studies and must have completed at least 2 projects comparable to the one which will be undertaken.
- Must be registered and licensed by the Engineers Board of Kenya as a professional engineer or similar recognized valid international license registered with relevant professional body.
- Proficiency in English and high level of communication (writing and presentation).
- List of satisfied former/current clients on related projects and their email addresses.

### **(v) Civil Engineer**

**Responsibilities:** Survey sites to determine optimal locations for e-mobility infrastructure. Design station layouts, road access, and structural elements to ensure durability and efficiency for heavy EV usage. Evaluate parking, drainage, and land use planning for sustainable e-mobility deployment, among other related duties.

**Qualifications and Experience:**

- BSc. in Civil Engineering degree from a recognized university.
- At least 10 years of progressive professional experience in civil engineering works, studies, or other related projects.
- Registered with relevant professional body.
- A professional of a high standard, specialized and with strong experience in carrying out civil works and other related studies. Experience in the maritime industry is an added advantage.
- Capacity to conduct research/studies and must have completed at least 2 projects comparable to the one which will be undertaken.
- Must be registered and licensed by the Engineers Board of Kenya as a professional engineer or similar recognized valid international license registered with relevant professional body.
- Proficiency in English and high level of communication (writing and presentation).
- List of satisfied former/current clients on related projects and their email addresses.

**(vi) Operations and Logistics expert**

**Responsibilities:** Assess fleet operations, charging schedules, and route planning to facilitate smooth transition to e-mobility. Determines the best locations for charging stations along key operation routes, among other related duties.

**Qualifications and Experience:**

- A degree in Maritime Studies, Transport and Logistics Supply Chain Management or other related fields.
- At least 8 years of progressive professional experience in port and/or logistics supply chain management and other related projects.
- A professional of a high standard, specialized and with strong experience in port operations and terminal management.
- Capacity to conduct research/studies and must have completed at least 2 projects comparable to the one which will be undertaken.
- Proficiency in English and high level of communication (writing and presentation).
- List of satisfied former/current clients on related projects and their email addresses.

**(vii) Financial/Economic Expert**

**Responsibilities:** Analyze costs and benefits to determine the financial viability of e-mobility adoption. Develop business models, financing strategies, and investment structures for e-mobility initiatives. Evaluate revenue models for charging infrastructure, and assess the financial impact of subsidies, tariffs, and carbon credits on e-mobility projects, among other related duties.

**Qualifications and Experience:**

- A degree in Finance, Economics, Commerce or any other relevant degree from a recognized university.
- At least 10 years of progressive professional experience in carrying out financial and economic forecasting, modelling and analysis, studies, pricing structure for e-mobility and other related projects.
- A professional of high standard, specialized and with strong experience in carrying out financial and economic analysis, studies, pricing structure for e-mobility and other related projects.
- Capacity to conduct research /studies and must have completed at least 2 projects comparable to the one which will be undertaken.
- Proficiency in English and high level of communication (writing and presentation).
- List of satisfied former/current clients on related projects and their email addresses.

### **(viii) Environmental, Health, and Safety (EHS) Expert**

**Responsibilities:** Conducts Environmental and Social Impact Assessment (ESIA) scoping to determine potential e- mobility impacts on ecosystems, communities, and occupational health. Evaluates carbon footprint reduction potential, emissions savings, and battery waste management strategies, Ensures EHS compliance among other related duties.

#### **Qualifications and Experience:**

- A degree in Environmental Science/Studies, Environmental Engineering, Environmental Health or any other relevant degree from a recognized university.
- At least 8 years of progressive professional experience in carrying out environmental related studies including but not limited to ESIA and emission accounting.
- A professional of high standard, specialized and with a strong experience in carrying out environmental studies and other related projects.
- Must be registered by National Environmental management Authority (NEMA) as an EIA expert or similar recognized valid international license registered with relevant professional body.
- Capacity to conduct research /studies and must have completed at least 2 projects comparable to the one which will be undertaken.
- Proficiency in English and high level of communication (writing and presentation).
- List of satisfied former/current clients on related projects and their email addresses.

### **9. Reporting**

The consultant will report to the KPA Project Implementing Team, Management and TMA's Kenya Country Director and in close collaboration with the Green Trade Team. All outputs will be submitted to specified representatives of TMA and Kenya Ports Authority, who will jointly be responsible for review and approval.

### **10. Coordination**

The Project Implementation Team (PIT) will coordinate the work of the consultant and facilitate access to the port, necessary information, data, and documents, arrange for meetings with the Kenya Ports Authority's management and other relevant stakeholders as well as provide any other necessary assistance required.

### **11. Timelines and Budget**

The study is expected to take 6 months for Phase I and 5 months for Phase II. The available budget for both phases of the consultancy is between USD 75,000 – 80,000. The financial proposal should explicitly differentiate the professional fees, which are subject to statutory tax deductions, from non-taxable reimbursables. The financial proposal should be inclusive of all applicable taxes and levies. Further, TMA will directly organise, facilitate, and pay for workshops and conferences associated with this assignment. Therefore, the proposal must be exclusive of such costs.

### **12. Confidentiality**

The Firm will be required to sign a confidentiality agreement undertaking not to divulge or share any information provided by KPA and TMA to any third party and to use it only for the purposes of this assignment.

**TradeMark Africa**  
**April 2025**

## **ANNEX 1: TMA'S SUPPLIER CODE OF CONDUCT**

This document is shared as a separate document to the tender document.

**ANNEX 2: TECHNICAL BID SUBMISSION FORM TECHNICAL BID SUBMISSION FORM**

*[The Bidder shall fill in this Form in accordance with the instructions indicated No alterations to its format shall be permitted and no substitutions shall be accepted.]*

Date: \_\_\_\_\_ *(insert date (as day, month and year) of Bid Submission)*

To: **TRADEMARK AFRICA**  
**Fidelity Insurance Centre,**  
**P O Box 313 00606,**  
**Nairobi, Kenya**

We, the undersigned, declare that:

- (a) We have examined and have no reservations to the Bidding Documents;
- (b) We offer to supply in conformity with the Bidding Documents and in accordance with the Delivery Schedules specified in the Schedule of Requirements the following Goods and Related Services [insert a brief description of the Goods and Related Services];
- (c) Our bid shall be valid for a period of **120 days**, from the date fixed for the bid submission deadline in accordance with the ITT, and it shall remain binding upon us and may be accepted at any time before the expiration of that period;
- (d) If our bid is accepted, we commit on request to obtain a performance security (if applicable) for the due performance of the Contract;
- (e) We have no conflict of interest;
- (f) We understand that this bid, together with your written acceptance thereof included in your notification of award, shall not constitute a binding contract between us, until a formal contract is prepared and executed.
- (g) We understand that you are not bound to accept the lowest evaluated bid or any other bid that you may receive.

**Signed by:** \_\_\_\_\_ *(signature of person authorized by the Bidder to sign the bid submission form, and whose name and title are shown below)*

**Name:** \_\_\_\_\_ *(insert full name)*

**Title:** \_\_\_\_\_ *(insert official title)*

**Duly authorized to sign the bid for and on behalf of:** \_\_\_\_\_  
*(insert full name of Bidder)*

**Dated on** \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_ *[insert date of signing]*

**ANNEX 3: CURRICULUM VITAE TEMPLATE**

*PLEASE SUBMIT ONLY ONE (1) CV FOR EACH OF THE POSITIONS MENTIONED FOR THE PROPOSED KEY PERSONNEL AND SHORT-TERM TECHNICAL SUPPORT PERSONNEL. IF MORE THAN ONE CV IS SUBMITTED FOR THE SAME POSITION, ONLY THE FIRST CV WILL BE EVALUATED. PLEASE ALSO CLEARLY INDICATE THE POSITIONS THAT EACH OF THE SUBMITTED CVS WILL HAVE IN THIS ASSIGNMENT*

<b>Position/Role Title:</b>	{e.g., TEAM LEADER}
<b>Name of Expert:</b>	{Insert full name}
<b>Date of Birth:</b>	{day/month/year}
<b>Country of Citizenship/Residence</b>	

**Education:** {List college/university or other specialized education, giving names of educational institutions, dates attended, degree(s)/diploma(s) obtained **attach valid copies of the certificates and testimonials**}

**Employment record relevant to the assignment:** {Starting with present position, list in reverse order. Please provide dates, name of employing organization, titles of positions held, types of activities performed and location of the assignment, and contact information of previous clients and employing organization(s) who can be contacted for references. Past employment that is not relevant to the assignment does not need to be included.}

Period	Employing organization and your title/position. Contact info for references	Country	Summary of activities performed relevant to the Assignment
[e.g., May 2005-present]	[e.g., Ministry of ....., advisor/consultant to... For references: Tel...../e-mail.....; Mr. Hebb, deputy minister]		

**Membership in Professional Associations and Publications:**

**Language Skills (indicate only languages in which you can work ranking from 1 to 5 for speaking, writing and reading where 1 is poor and 5 is excellent):**

Language	Reading	Writing	Speaking

**Adequacy for the Assignment:**

Detailed Tasks Assigned on Consultant’s Team of Experts ( <i>insert the time period</i> )	Reference to Prior Work/Assignments that Best Illustrates Capability to Handle the Assigned Tasks
{List all deliverables/tasks in which the Expert will be involved}	

**Experts contact information :** (e-mail..... Phone.....)

**Certification:**

I, the undersigned, certify that to the best of my knowledge and belief, this CV correctly describes myself, my qualifications, and my experience, and I am available to undertake the assignment in case of an award. I understand that any misstatement or misrepresentation described herein may lead to my disqualification or dismissal by the Client, and/or sanctions by the Client.

{Day/month/year}

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Name of Expert	Signature	Date
		{Day/month/year}

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Name of authorized representative of the consultant <i>(the same one who signs the Proposal)</i>	Signature	Date
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**Note:**

1. Failure by the consultant to sign the CV (physically or electronically), may lead to the CV not being considered altogether.
2. Failure to submit copies of certificates and/or accreditation may lead to the CV being invalidated.

#### ANNEX 4 – FIRM EXPERIENCE

*[Using the format below, provide information on each assignment for which your firm, and each associate for this assignment, was legally contracted either individually as a corporate entity or as one of the major companies within an association, for carrying out consulting services similar to the ones requested under this assignment.]*

<b>Assignment name:</b>	<b>Approx. value of the contract (in current US\$ or Euro):</b>
<b>Country:</b> <b>Location within country:</b>	<b>Duration of assignment (months):</b>
<b>Name of Client:</b>	<b>Total N° of staff-months of the assignment:</b>
<b>Address:</b>	<b>Approx. value of the services provided by your firm under the contract (in US\$ currency equivalent):</b>
<b>Start date (month/year):</b> <b>Completion date (month/year):</b>	<b>N° of professional staff-months provided by associated Consultants:</b>
<b>Name of associated Consultants, if any:</b>	<b>Name of senior professional staff of your firm involved and functions performed (indicate most significant profiles such as Project Director/Coordinator, Team Leader):</b>
<b>Narrative description of Project:</b>	
<b>Description of actual services provided by your staff within the assignment:</b>	





## **Description of Approach, Methodology and Work Plan for Performing the Assignment**

Technical approach, methodology and work plan are key components of the Technical Proposal. You are suggested to present your Technical Proposal divided into the following three chapters:

- a) Technical Approach and Methodology,
- b) Work Plan, and
- c) Organization and Staffing,

### a) **Technical Approach and Methodology.**

In this chapter you should explain your understanding of the objectives of the assignment, approach to the services, methodology for carrying out the activities and obtaining the expected output, and the degree of detail of such output. You should highlight the problems being addressed and their importance and explain the technical approach you would adopt to address them. You should also explain the methodologies you propose to adopt and highlight the compatibility of those methodologies with the proposed approach.

### b) **Work Plan.**

In this chapter you should propose the main activities of the assignment, their content and duration, phasing and interrelations, milestones (including interim approvals by the Client), and delivery dates of the reports. The proposed work plan should be consistent with the technical approach and methodology, showing understanding of the TOR and ability to translate them into a feasible working plan. A list of the final documents, including reports, drawings, and tables to be delivered as final output, should be included here. The work plan should be consistent with the Work Schedule of Form

### c) **Organization and Staffing.**

In this chapter you should propose the structure and composition of your team. You should list the main disciplines of the assignment, the key expert responsible, and proposed technical and support staff.

STAFFING SCHEDULE<sup>1</sup>

N°	Name of Staff	Staff input (in the form of a bar chart) <sup>2</sup>														Total staff-month input			
		1	2	3	4	5	6	7	8	9	10	11	12	n	Home	Field <sup>3</sup>	Total		
<b>Foreign</b>																			
1		[Home]																	
		[Field]																	
2																			
3																			
N																			
<b>Subtotal</b>																			
<b>Local</b>																			
1		[Home]																	
		[Field]																	
2																			
N																			
<b>Subtotal</b>																			
<b>Total</b>																			

1 For Professional Staff the input should be indicated individually; for Support Staff it should be indicated by category (e.g.: draftsmen, clerical staff, etc.).

2 Months are counted from the start of the assignment. For each staff indicate separately staff input for home and field work.

3 Field work means work carried out at a place other than the Consultant's home office.



Full time input



Part time input



## ANNEX 6: FINANCIAL BID SUBMISSION FORM

Dear Sir/Madam:

We, the undersigned, offer to provide the consulting services for [Insert title of assignment] in accordance with your Request for Proposal dated [Insert Date] and our Technical Proposal.

Our attached Financial Proposal is for the amount of \_\_\_\_\_  
**(indicate the corresponding amount(s) in words and figures and the currency (ies))**, including all applicable taxes in line provided clauses in this tender document.

This financial bid submission/ proposal is in line with Pro-forma 1, 2, 3 and 4 of Annex 1 of this RFP tender document.

Our Financial Proposal shall be binding upon us subject to the modifications resulting from any contract negotiations, up to expiration of the validity period of the Proposal, up to a period of **120 days** after bid submission deadline date.

We understand you are not bound to accept any Proposal you receive.

We remain,

Yours Sincerely,

Authorized Signature **(In full and initials)**: \_\_\_\_\_

Name and Title of Signatory: \_\_\_\_\_

In the capacity of: \_\_\_\_\_

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

**(For a joint venture, either all members shall sign or only the lead member/ consultant, in which case the power of attorney to sign on behalf of all members shall be attached)**

**ANNEX 7: FINANCIAL PROPOSAL PRO - FORMA TEMPLATES**

**Pro- forma 1**

**TENDER FOR:** \_\_\_\_\_ *(Insert tender title)*

**TENDER NUMBER:** \_\_\_\_\_ *(Insert tender reference number)*

**MILESTONE**

**PAYMENTS**

**PROPOSAL**

The amount to be paid for the completion of the services is fixed at USD

Payment will be made either:

- a) as a lump sum on completion of the services or
- b) at relevant points throughout the contract period as detailed below

CRITERIA FOR PAYMENT	AMOUNT OF PAYMENT (\$)
<b>TOTAL</b>	\$

**Pro forma 2**

**TENDER FOR:** \_\_\_\_\_ *(Insert tender title)*

**TENDER NUMBER:** \_\_\_\_\_ *(Insert tender reference number)*

**PROPOSAL BREAKDOWN - PERSONNEL INPUTS AND FEE RATES**

NAME	COUNTRY <i>(PLEASE SPECIFY)</i>	NO DAYS	DAILY FEE RATE (\$)	COST (\$)
Long Term*				
Short Term				
<b>TOTAL FEES</b>				\$

**\* Long Term is in excess of 4 months**

Guidance on Fees and Expenses can be found in Section 2 of the contract - the General Conditions.

**Pro- forma 3**

**TENDER FOR:** \_\_\_\_\_ *(Insert tender title)*

**TENDER NUMBER:** \_\_\_\_\_ *(Insert tender reference number)*

**PROPOSAL BREAKDOWN – PROJECT EXPENSES**

Costs should be shown separately in the format set out below using separate sheets to provide full details under each heading. Fees proposed by tenderers should be inclusive of all taxes.

<b>TRAVEL (PLEASE STATE COUNTRY OF TRAVEL)</b>		<b>NO.</b>	<b>RATE</b>	<b>COST (\$)</b>
<b>FARES</b>	International			
	Domestic			
	Other Travel Costs			
	<b>Sub Total</b>			\$
<b>DAILY LIVING COSTS (state country) *Long Term</b>				
	*Short Term			
	<b>Sub Total</b>			\$
<b>EQUIPMENT* Items Purchased/Rented (Including vehicles)</b>				
	<b>Sub Total</b>			\$
<b>Any other expenses (please list)</b>				
	<b>Sub Total</b>			\$
<b>TOTAL PROJECT EXPENSES: (B)</b>				\$

\*TMA will not reimburse costs for normal tools of trade (e.g. portable personal computers)

\* Long Term consultants are expected to utilise rented accommodation. No per diem is payable.



\*Short Term expectation is either rented accommodation or a hotel.

**Pro- forma 4**

**TENDER FOR:** \_\_\_\_\_ *(Insert tender title)*

**TENDER NUMBER:** \_\_\_\_\_ *(Insert tender reference number)*

**PROPOSAL BREAKDOWN - SUMMARY OF PAYMENT**

PROPOSED PAYMENT BREAKDOWN	AMOUNT (USD \$)
<b>Sub-total (exclusive of taxes)</b>	\$
Taxation amount <i>(include all applicable taxes (e.g., Value Added Tax, Withholding Tax etc) in separate rows</i>	\$
<b>TOTAL (inclusive of taxes)</b>	\$

## **ANNEX 6: DRAFT CONTRACT TEMPLATE**

### **CONTRACT FOR CONSULTANCY SERVICES**

#### **Section 1 – Form of Contract**

CONTRACT FOR: [Insert Title here]

CONTRACT REFERENCE: [Insert Number here]

**THIS CONTRACT** dated [Insert date here] is made.

#### **BETWEEN:**

**TradeMark Africa** (“TMA”) having its principal place of business at (insert office details).

#### **AND**

[Insert Consultant Name] (“The Consultant”) having its principal office located in [Insert Contact Details].

#### **WHEREAS:**

TMA has requested the Consultant to provide certain consulting services as defined in the detailed terms of reference and scope of services attached to this Contract (hereinafter called the “Services”); the Consultant, having represented to TMA that they have the required professional skills, and personnel and technical resources, have agreed to provide the Services on the terms and conditions set forth in this Contract.

**IT IS HEREBY AGREED** as follows:

#### **1. Documents**

This Contract from page [Insert page no] to page [Insert page no.] shall comprise the following documents:

Section 1 Form of Contract

Section 2 General Conditions

Section 3 The Services

Section 4 Special Conditions and Key Personnel

Section 5 Fees

This Contract constitutes the entire agreement between the Parties in respect of the Consultant’s obligations and supersedes all previous communications between the Parties, other than as expressly provided for in Section 3 and/or Section 4.

#### **2. Contract Signature**

If the original Contract is not returned to - TMA duly completed, signed and dated on behalf of the Consultant within 15 days of the date of signature on behalf of TMA, TMA will be entitled, at its sole

discretion, to declare this Contract void. No payment will be made to the Consultant under this Contract until a copy of the Contract, signed on behalf of the Consultant is returned to TMA.

### 3. Commencement and Duration of the Services

- a. The contract shall be effective on the date both parties sign, and the services shall be completed by **[Insert end date]** (End Date") or any other period as may be subsequently agreed by the parties in writing unless this Contract is terminated earlier in accordance with its terms and conditions.
- b. If the services have not commenced in accordance with clause 3a above, TMA will within not less than 30 days notify the consultant in writing, declaring the contract to be null and void, and in the event of such declaration, the consultant shall have no claim against TMA with respect thereto.

### 4. Financial Limit

Payments under this Contract shall not, in any circumstances, exceed **[XXX]** for fees and **[XXX]** for expenses within a total limit of **[XXX]** inclusive of all taxes applicable ("the Financial Limit").

### 5. Time of the Essence

Time shall be of the essence as regards the performance by the Consultant of its obligations under this Contract.

For and on behalf of TMA

Name: **JOSEPHA NDAMIRA**  
Position: **SENIOR DIRECTOR CORPORATE SERVICES**  
Signature:  
Date:

For and on behalf of the consultant

Name:  
Signature:  
Date:

## CONTRACT FOR CONSULTANCY SERVICES

### Section 2 – General Conditions

#### 1. Definitions

“The Contract” means the agreement entered between TMA and the consultant, as recorded in this Contract Document signed by the parties, including all attachments and appendices thereto and all documents incorporated by reference therein.

“TMA Project Manager” means the person nominated by TMA who is responsible for the management of the Project.

"The Equipment" means any equipment, computer hardware or software, materials, goods and vehicles and associated services necessarily required for the implementation of the Services which are financed or provided by TMA for use by the Consultant.

"The Financial Limit" means the amount specified in Section 1 and which represents the maximum amount payable by TMA under this Contract.

“Fees” means the fees payable for the Services as set out in Section 5.

"The Services" means the services to be provided by the Consultant as set out in Section 3.

“The Consultant” means the natural person(s), partnership(s), or company (ies) whose bid to perform this contract has been accepted by TMA and is named as such in this contract and includes the legal successors or permitted assigns of the Consultant.

"The Consultant's Personnel" means any person instructed by the Consultant pursuant to this Contract to undertake any of the Consultant's obligations under this Contract, including the Consultant's employees, agents, and sub-contractors.

“Subcontractor” means any natural person(s), partnership(s), or company (ies), including its legal successors or permitted assigns, to whom any part of the services to be provided is subcontracted by the Consultant.

#### 2. Interpretation

In the event of any inconsistency between the Form of Contract (Section 1), these General Conditions (Section 2) and the Special Conditions (Section 4), the Special Conditions shall prevail.

#### 3. Project management

TMA designates the TMA Project Manager as being responsible for the coordination of activities under this Contract, for the acceptance and approval on behalf of TMA of the reports and of other deliverables produced by the Consultant, and for receiving and approving invoices for payment.

#### 4. Obligations

- a. TMA and the Consultant each warrant that it has all the requisite corporate power and authority to enter this Contract and is fully capable of performing its obligations under this Contract on the terms provided for in this Contract.
- b. The Consultant shall perform the Services and all other obligations under this Contract with all necessary skill, diligence, efficiency, and economy to satisfy generally accepted professional standards expected from experts.
- c. The Services shall be provided at the location set out in Section 3. Notwithstanding this, the Consultant may be required to travel to other locations from time to time in carrying out the Services.

## 5. Indemnification

At its own expense, the Consultant shall indemnify, protect, and defend, TMA, its agents and employees, from and against all actions, claims, losses or damage arising from any act or omission by the Consultant in the performance of the services, including any violation of any legal provisions, or rights of third parties, in respect of patents, trademarks and other forms of intellectual property such as copyrights. Should the act or omission originate from TMA, then TMA will indemnify the consultant.

The Consultant hereby indemnifies TMA, its agents, and employees against any legal cost, including attorney/own client costs incurred by TMA in defending any complaints, disputes or claims lodged by any party as a result of the actions or omissions of the Consultant.

## 6. Consultant's Personnel

- a. The Consultant acknowledges that it and the Consultant's Personnel have no authority to create or incur any liability or obligation on behalf of TMA, including but not limited to any liability or obligation to expend or incur capital expenditure and not to recruit, employ or dismiss any member of staff employed by TMA.
- b. The Consultant shall not at any time, either personally or by an agent, directly or indirectly represent itself as being in any way connected with or interested in TMA save as being engaged to perform the Services.
- c. Save for the Services agreed and set out at Section 3, TMA is under no obligation to offer work to the Consultant and the Consultant is under no obligation to accept any work, which may be offered by TMA.
- d. No changes or substitutions may be made to members of the Consultant's Personnel identified in Section 4, if any, of this Contract without TMA's prior written consent.
- e. If TMA considers any member of the Consultant's Personnel unsuitable, the Consultant shall substitute such member as quickly as reasonably possible without direct or indirect charge to TMA with a replacement acceptable to TMA.
- f. The Consultant is responsible for all acts and omissions of the Consultant's Personnel and for the health, safety and security of such persons and their property.
- g. TMA is dedicated to gender equality and ensuring equitable and sustainable human development.

## 7. Fees

- a. Subject as follows, payments shall be due to the Consultant in accordance with the Fee payment schedule set out in Section 5. In the case of Fees that are payable upon the completion of milestones as may be set out in Section 4, such fees shall not become due and payable until the completion, to TMA's satisfaction, of the relevant milestone event or the delivery of the deliverables to TMA's satisfaction required for the achievement of the relevant milestone satisfactorily.
- b. Payment of the Fees shall be subject to TMA being satisfied that the Consultant is or has been carrying out its duties, obligations, and responsibilities under this Contract.
- c. If for any reason TMA is dissatisfied with performance of this Contract, an appropriate sum may be withheld from payments that would otherwise be due under this Contract. In such event TMA shall identify the particular Services with which it is dissatisfied together with the reasons for such dissatisfaction, and payment of the amount outstanding will be made upon remedy of any unsatisfactory work or resolution of outstanding queries.
- d. Fees charged and expenses incurred shall not, in aggregate, exceed the Financial Limit without the prior written consent of TMA.
- e. No payments shall be made in respect of days not worked due to sickness or holiday or otherwise.

- f. Only the fee rates listed in Section 5 of this Contract will apply to any Services performed by the Consultant under this Contract.

## **8. Expenses**

The Consultant shall be entitled to be reimbursed only for those expenses which have been approved and are set out in Section 5.

## **9. Invoicing Instructions**

- a. Invoices should particularise the contract to which they relate and should be sent to the address referenced in Section 5.
- b. All invoices should contain details of the Services provided, milestones achieved, and deliverables provided to which the invoice relates. Where expenses are payable, invoices should be accompanied by proof of the expense. Any invoice not presented in accordance with the above may be rejected and in any event shall be liable to query and delay in payment.
- c. TMA may request proof of payment in respect of any item and shall be entitled to refuse to meet a claim if this cannot be provided.
- d. TMA reserves the right to audit, or to nominate a reputable accounting firm to audit the Consultant's records relating to amounts claimed under this Contract during its term and any extension, and for a period of three months thereafter.
- e. TMA reserves the right not to pay any amount due in respect of an invoice received by TMA more than 60 days after the day of the Consultant becoming entitled to invoice for the payment to which it relates.
- f. TMA will deduct all applicable taxes from the consultant's invoiced amounts as per Government of **Kenya** regulations. Consultants from countries with double tax agreements will be provided with withholding tax certificates. It is the consultant's responsibility to establish their tax status in the country where the Services will be delivered.

## **10. Payments**

Subject to TMA being satisfied that the Consultant is or has been carrying out their duties, obligations, and responsibilities under this Contract, sums duly approved shall be paid within 30 days of receipt of a valid invoice.

## **11. Nature of relationship**

TMA and the Consultant agree and intend that this relationship is one of undertaking independent services and specifically is not a relationship of employer or employee agency, joint venture, or partnership.

Nothing contained herein shall be construed as establishing a relation of master and servant or of principal and agent between TMA and the Consultant and the Consultant will be solely responsible for the tax status, tax, and any statutory contributions payable of and for the

Consultant's Personnel and for all or any of its or the Consultant's Personnel's taxes payable in respect of Fees and reimbursements received in connection with this Contract.

## **12. Performance Standards**

The Consultant undertakes to perform the Services with the highest standards of professional and ethical competence and integrity.

### **13. Termination and Suspension**

TMA or the Consultant may terminate the Contract by giving not less than 30 days written notice. In such cases, TMA shall be liable to make payments only for work completed and delivered, of acceptable standard. Specifically, TMA reserves the right to terminate this Contract if the Consultant fails to perform any of its obligations or to comply with the conditions and requirements set out in this Contract.

Without prejudice to the above paragraph, TMA reserves the right to withdraw or suspend payments to the Consultant immediately under the following circumstances:

- i. The Consultant has engaged in illegal, corrupt, fraudulent, coercive, collusive or conflict of interest practices in connection with the Contract, without the Consultant having taken timely and satisfactory action to the satisfaction of TMA to address such practices when they occur.
- ii. The Consultant fails to comply with its obligations in the fields of environmental, social, or labour regulations, including sexual harassment and any form of abuse, including but not limited to failure by a supplier to take preventative measures, investigate allegations or to take corrective action against sexual exploitation or abuse incidences.
- iii. The Consultant fails to comply with its obligations under Anti-Terrorism and Organised Crime requirements of TMA.
- iv. A representation or statement made by the Consultant in or pursuant to the Contract intended to be relied upon by TMA in making the Contract, which was incorrect in any material aspect.

A full accounting of all payments made under this contract will be required prior to the conclusion of the notice period, in addition to full reimbursement of any unspent advance payments to the Consultant.

For any of the above, any unspent or inconsistently spent payments must be returned to TMA within 30 days of the termination notice.

### **14. Confidentiality**

- a. The Consultant shall not, during the term of this Contract and within two years after its expiration or termination, disclose any proprietary or confidential information relating to the Services, this Contract or TMA's business or operations without the prior written consent of TMA.
- b. Notwithstanding the above, the consultant may furnish to its subcontractor such documents, data, and other information it receives from TMA to the extent required for the subcontractor to perform its work under the contract, in which event the consultant shall obtain an undertaking of confidentiality similar to that imposed on the consultant under this contract.

### **15. Ownership of Material**

- a. Any studies, reports, or other material, graphic, software or otherwise, prepared by the Consultant for TMA under the Contract shall belong to and remain the property of TMA.
- b. Where intellectual property rights in all material produced by the Consultant or the Consultant's Personnel pursuant to the performance of the Services ("the Material") are the property of the Consultant, the Consultant hereby grants to TMA a worldwide, nonexclusive, irrevocable, royalty free licence to use all the Material.
- c. "use" shall mean, without limitation, the reproduction, publication, and sub-licence of all the Material and the intellectual property rights therein, including the reproduction and sale of the Material and products incorporating the same for use by any person or for sale or other dealing anywhere in the world.

## **16. Bribery, Conflict of Interest, Corruption and Fraud**

The Consultant shall not, and shall ensure that any person affiliated with the Consultant shall not:

- i. Participate in the selection, award or administration of a contract, grant or other benefit or transaction funded by the Contract, in which the person, members of the person's immediate family or his or her business partners, or organisations controlled by or substantially involving such person, has or have any financial interest.
- ii. Participate in transactions involving organisations or entities with which or whom that person is negotiating or has any arrangement concerning prospective employment.
- iii. Offer, give, solicit, or receive, directly or indirectly, gratuities, favours, gifts or anything else of value to influence the action of any person involved in the procurement process or contract execution.
- iv. Misrepresent or omit facts to influence the procurement process or execution of the contract.
- v. Engage in a scheme or arrangement between two or more bidders, with or without the knowledge of the Consultant designed to establish bid prices at artificial, non-competitive levels; or
- vi. Participate in any other practice that is or could be construed as an illegal, corrupt or a conflict of interest in the country of operation.

Disclosure: If the Consultant has knowledge or becomes aware of any:

- i. Actual, apparent or potential conflict between financial interests of any person affiliated with the Contract and/or TMA; or
- ii. Any of the practices listed under (i) to (vi) above,

the Consultant shall immediately disclose the same directly to Procurement Director, TMA.

TMA reserves the right to terminate this Contract if the Consultant or any person affiliated with the Consultant fails to perform any of its obligations or to comply with the conditions and requirements listed under (i) to (vi) above.

Further details can be found in the Code of Ethics under Clause 4 (Fraud and Corruption) and to report such activities, the Consultant will follow the steps provided in Clause 8 of the same document.

## **17. Anti-terrorism and Organised Crime**

The Contract funds shall not be used to finance terrorism and other criminal activities. The Consultant shall take all appropriate measures to ensure that the Contract payments are not used for unintended purposes including but not limited to money laundering and exploitation by terrorist organisations and/or their support networks.

The Consultant shall verify to the maximum extent reasonably possible that any parties associated with the Contract shall substantially protect TMA's resources from diversion to unintended purposes including but not limited to exploitation by terrorist organisations and/or their support networks.

TMA reserves the right to terminate this Contract if the Consultant or any person affiliated with the Consultant fails to perform any of its obligations or to comply with the conditions and requirements listed under this clause.

## **18. Safeguarding**

The Consultant shall ensure that the Contract is implemented with strict adherence to TMA's Supplier Environmental and Social Standards document that includes adherence to policies against bullying, sexual exploitation, harassment, and abuse. The Consultant shall ensure that all steps are taken to mitigate against any identified environmental, social, and safeguarding risks that may arise because of the Contract.



TMA reserves the right to terminate this Contract if the Consultant or any person affiliated with the Consultant fails to perform any of its obligations or to comply with the conditions and requirements contained in the Supplier Environmental and Social Standards document.

#### **19. Code of Ethics**

The Consultant shall comply with TMA's Code of Ethics which forms part of this Agreement as amended from time to time, which must be signed off and adopted prior to TMA making payments on the Contract.

The Consultant shall always act loyally and impartially and as a faithful advisor to TMA in accordance with the rules and/or codes of conducts governing its profession.

The Consultant shall refrain from making any public statements concerning the services without prior written approval of TMA, and from engaging in any activity which conflicts with its obligations towards TMA under this contract.

The Consultant shall not commit TMA in any way whatsoever without TMA's prior written consent, and shall, where appropriate, extend this obligation to third parties.

TMA reserves the right to terminate this Contract if the Consultant or any person affiliated with the Consultant fails to perform any of its obligations or to comply with the conditions and requirements contained in the Code of Ethics.

#### **20. Subcontracting**

The consultant shall request approval in writing from TMA for all subcontracts awarded under this contract that are not included in the contract. Subcontracting shall in no event relieve the consultant of any of its obligations, duties, responsibilities, or liability under this contract.

#### **21. Law Governing Contract and Language**

The Contract shall be governed by the laws of **Kenya** but in the event of a conflict between Kenya laws and any other Law, then the laws of **Kenya** prevail. The language of the Contract shall be English.

#### **22. Dispute Resolution**

TMA and the Consultant agree to seek to resolve any dispute, controversy or claim arising out of or relating to this Contract or the breach, termination, or invalidity thereof, by amicable settlement. Where it is not possible to reach an amicable settlement, any dispute, controversy, or claim arising out of or relating to this Contract or the breach, termination or invalidity thereof, shall be settled by arbitration in accordance with the Arbitration Act of 1995 or any statutory modifications or re-enactment thereof for the time being in force.

Notwithstanding any adjudication or arbitration proceedings no party shall commit an anticipatory breach of contract.

### **23. Liability**

Except where there has been misconduct, gross negligence, dishonesty, or fraud on behalf of the Consultant or the Consultant's Personnel, the Consultant's aggregate liability arising out of or in connection with this Contract shall be limited to the amount of the Financial Limit.

The Consultant shall not be liable for any failure to perform or delay in performance of any of its obligations arising out of or in connection with this Contract where such failure or delay is caused by TMA or any of TMA's agents, employees, or contractors.

### **24. Force Majeure**

- a. The failure of the Consultant to fulfil any of its obligations under the Contract shall not be considered to be a breach of, or default under, this Contract insofar as such inability arises from an act, event, omission or accident beyond its reasonable control ("Force Majeure Event"), provided that the Consultant (i) has taken all reasonable precautions, due care and reasonable alternative measures in order to carry out the terms and conditions of this Contract, and (ii) has informed TMA as soon as possible about the occurrence of such an event and in any event not later than 14 days after the occurrence of such event.
- b. Any period within which the Consultant shall, pursuant to this Contract, complete any action or task, shall be extended for a period equal to the time during which the Consultant was unable to perform such action because of the Force Majeure Event.
- c. During the period of their inability to perform the Services because of a Force Majeure Event, the Consultant shall be reimbursed for additional costs reasonably and necessarily incurred by it during such period for the purposes of the Services and in reactivating the Services after the end of such period.

Force Majeure shall not include:

Any event which is caused by the negligence or intentional action of the consultant, or such consultant's subcontractors or agents or employees; nor Any event which a diligent party could reasonably have been expected to both: Take into account from the effective date of the contract; and avoid or overcome in the carrying out of its obligations.

### **25. Joint venture, consortium, or association**

Unless otherwise specified in this contract, if the Consultant is a joint venture, consortium, or association, all of the parties shall be jointly and severally liable to TMA for the fulfilment of the provisions of this contract.

The composition or constitution of the joint venture, consortium or association shall not be altered without the prior written consent of TMA. Any alteration of the composition of the joint venture, consortium, or association without prior written consent of TMA shall be considered to be a breach of contract.

### **26. Travel**

All authorized air travel must be economy class through the most direct and economical route.

## **CONTRACT FOR CONSULTANCY SERVICES**

### **Section 3 – The Services**

#### **TERMS OF REFERENCE**

**[Insert]**

## **CONTRACT FOR CONSULTANCY SERVICES**

### **Section 4 – Special Conditions and Consultant’s Key Personnel**

#### **1. Special conditions**

The proposal-both technical and financial-submitted for these tender forms an integral part of this contract.

#### **2. Key Personnel**

The following of the Consultant's Personnel cannot be substituted by the Consultant without TMA's prior written consent:

[Insert]

## CONTRACT FOR CONSULTANCY SERVICES

### Section 5 – Fees

#### 1. Payment Schedule

Deliverable	%tage of Deliverable to be Paid (USD)	Total Contract Amount (USD)
<b>TOTAL</b>		

#### 2. Invoicing instructions

After approval by the recipient, invoices should be sent to [invoices@trademarkafrica.com](mailto:invoices@trademarkafrica.com). Invoices should clearly list the Contract Number (POxxxx) and the details of the Consultant’s bank account to which TMA shall transfer payments.

## ANNEX 7: EMAIL SUBMISSION GUIDELINES

### Guidelines for Bidders for Bid Submissions via Email

#### 1.1 Bidder Guidance for Emailed Submissions

- a) TradeMark Africa (TMA) will automatically send an email acknowledgment for all applications, bids, proposals and/or submissions received via the email addresses stipulated/specified in the bidding document. If a bidder does not receive an email acknowledgement **IMMEDIATELY** after submitting their applications, bids, proposals and/or submissions, via the email address stipulated in the bidding document, **IMMEDIATELY** contact TMA's Procurement unit using the mobile phone number, **+254 731 884 428**, to confirm whether the applications, bids, proposals and/or submissions were received.
- b) Bidders must not ignore any bounce back email received regarding rejection of an emailed application, bid, proposal and/or submission. If such an email is received, contact TMA's Procurement unit **IMMEDIATELY**.

#### 1.2 Possible Reasons for Emailed Submission Rejection

- a) The email submission exceeded the maximum size of 5 MB.
- b) The subject line matched a known phishing subject line.
- c) The email contained a known phishing Uniform Resource Locator (URL), or the email originated from a server associated with phishing.
- d) The outbound mail server was present on a subscribed blacklist; or
- e) The email contained a virus or malware.

#### 1.3 Remedial Action for Rejected Email Submission Prior to Tender Closing Date & Time

Prior to the tender closing date and time, if a bidder's submission is rejected, the following remedial action should be explored prior to re-submission.

- a) If the collective size of the emailed attachments **exceeds 5 MB**, the bidders should resubmit through multiple emails or may use other modes such **WeTransfer, Dropbox, or Google drive**. The bidder shall be required to clearly identify how many emails constitute the full submission. e.g., email **1 of XX**.
- b) If the emailed submission included zipped or executable files, unzip or remove the executable files then resubmit through one or more emails (refer to point 1.3a) above if the files collectively exceed 5 MB).
- c) If the email submission is rejected because of a blacklisted domain, the bidder is required to resend the submission from a different email account from a different domain that is not blacklisted, e.g., Gmail. Please note, this should be done before the stipulated tender submission deadline; and
- d) If the email submission is rejected because of a virus/malware in the email or any of the email attachments, ensure that the virus/malware is removed/cleaned prior to resubmission.

**TMA's Procurement unit shall only consider and review cases of undelivered applications, bids, proposals and/or submissions, when it is brought to our attention by the affected bidder/s prior to the tender submission deadline.**

**Automatic Email Acknowledgement sent from the Procurement and Framework Mailboxes**

*Dear Sir/Madam,*

*This is to acknowledge receipt of your email to TradeMark Africa's Procurement mailbox.*

*Your email will be reviewed, and a response will be provided at the earliest opportunity. We encourage you to visit our website [www.trademarkafrica.com/procurement-faqs/](http://www.trademarkafrica.com/procurement-faqs/) for our procurement guidelines and answers to FAQs.*

*If you have submitted a bid for an open procurement process, it may take several weeks before you receive any further communication from us.*

*The maximum size of each email with attachments should not exceed **5 MB**.*

*Please get in touch with us via the mobile number, **+254 731 884 428**, in case you do not receive an automatic acknowledgement email immediately after submission of your bid.*

*For and on behalf of:*

**Joe Namwaya**

*Head of Procurement*

*TradeMark Africa*

*Fidelity Insurance Centre, 2nd Floor, Off Waiyaki Way, Westlands*

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