

**A SHORT SUMMARY
OF THE TENDER**

**„DETAILED TECHNICAL STUDY AND ENVIRONMENTAL
IMPACT ASSESSMENT OF THE LATVIAN SECTION OF THE
EUROPEAN GAUGE RAILWAY LINE *RAIL BALTICA*”**

Please note that this short summary of the tender „Detailed technical study and environmental impact assessment of the Latvian section of the European gauge railway line *Rail Baltica*” is for the information purposes only!

For preparing the bid please use the full text of the tender documentation provided in the official language of the tender – Latvian!

Riga, 2013

Who is the contracting authority?

The **Contracting authority** is Ministry of Transport of Republic of Latvia, Gogoļa iela 3, Riga, LV-1743.

The **contact person** of this tender is Ms. Dana Osmane, Secretary of the Procurement commission, phone +371 67 028 342, fax +371 67 820 364, e-mail dana.osmane@sam.gov.lv

What is the object of the tender?

The **procurement object** is a detailed technical study, including the preparation of the report on the environmental impact assessment, detailed technical surveys, and preparation of technical solutions, performing financial and economic calculations.

Procurement vocabulary (CPV code): 73210000-7 (Research consultation services), 71410000-5 (City planning services), 71320000-7 (Engineering design services).

What is the aim and the purpose of this tender?

The **purpose** of the detailed technical study is to determine the precise location of the new European standard gauge railway line *Rail Baltica* in the territory of the Republic of Latvia. The purpose of this study is to determine precise location of the connections of the new railway line with the Port of Riga and the Riga International Airport as well. The necessary research and preparatory works have to be performed in a way to assure the start of the construction process before 2020.

The expected results of this study are:

- Technical solutions have been prepared for the technically, economically, and legally possible alignment options of the planned railway line Rail Baltica;
- Engineering surveys have been performed in order to substantiate the technical solutions and the detailed technical solutions;
- Environmental impact assessment has been performed according to the requirements of the legislation;
- In the administrative territories (municipalities), where it is necessary to amend the municipality's spatial plans, the local spatial plan of the new railway line has been developed, and the strategic environmental impact assessment of the local planning has been performed, where and if necessary;
- A precise and from all the aspects substantiated alignment option of the new railway line has been chosen (the most feasible alignment option);
- Detailed technical solutions for the most feasible alignment option of the railway line have been developed in the level of detail matching the preliminary design, and the technical documentation package necessary to start the next stage of the project development – design and construction;
- Recommendations have been prepared for expropriation of the land properties for the most feasible alignment option of the railway line and for Contracting authority's actions concerning the local municipalities' spatial plans;
- Technical specifications and customer requirements for design, construction, and related processes have been prepared;
- Full cost – benefit analysis has been performed and a detailed CBA model has been prepared;

- The project has been structured into technically and economically separable stages within separate periods: from 2014 to 2020, considering the n+2 principle, and from the year 2021 onwards;
- A detailed project management plan has been prepared.

The supplier must perform all the activities within its competence and must provide the Contracting authority with the materials and information, so that the Contracting authority would be able to perform the procedures within its competence, including taking the necessary decisions during the detailed technical study and environmental impact assessment.

How the study is linked with similar studies in Estonia and Lithuania?

When providing the service, The Common Principles for the Rail Baltica 1435 mm Railway Spatial and Territorial Planning and Preliminary Design Study (Jointly agreed version by Estonia, Latvia, and Lithuania)" have to be considered. The Supplier must consider that while providing the service of this study it will have to co-operate, in a proper manner and extent, with similar suppliers in Estonia and Lithuania, as well as with Rail Baltica Task Force, and with other institutions involved in the development of the project.

What is the deadline for submitting the tender? Where to submit?

The applicants may submit their tenders until **April 18th, 2013, 11:00 a.m.** to the Administrative Department of the Ministry of Transport, Room No. 303, Gogoļa Street 3, Riga, LV-1743, by submitting them in person or by post.

Please note that tender submission date can be prolonged in cases set down by national public procurement regulation. Please follow the current situation under website of the Contracting Agency or in official procurement data bases (TED and / or www.iub.gov.lv).

Is the tender opening procedure public?

Yes, the **tender opening procedure is public** and will take place in the premises of the Ministry of Transport, Gogoļa Street 3, Riga, in the conference hall on 4th floor. Please note that the entrance in the Ministry of Transport is with prior application only, the persons attending the tender opening procedure will be asked to show their personal identification document at entering the premises.

What are the selection and qualification requirements for applicants?

The Contracting authority shall exclude the Applicant from further participation at the procurement procedure if any of the conditions listed in Article 39 of the Public Procurement Law applies to the Applicant (and therefore, also to the person, on whose abilities the Applicant relies on in order to confirm that the qualification thereof conforms to the requirements, or to any member of the persons' association, or to the subcontractor indicated by the Applicant if the value of the services to be provided by such a subcontractor forms at least 20 per cent of the total procurement contract value).

The Applicant (including the member of an association of persons, a subcontractor) must be registered at the Commercial register or at an equivalent register abroad, licensed or certified according to the requirements of national legislation.

The Applicant as the principal contractor or at least one member of the association of persons as the principal contractor has performed equivalent contracts within the last 3 (three) years. The contracts or the experience shall be considered as equivalent if it meets at least the following:

- at least 2 (two) performed construction planning contracts, where the construction planning or research of a new large scale European gauge railway line or of an existing European gauge railway line has been performed, provided the value of each concluded contract is not lower than LVL 100,000.00 (excluding VAT). As a large scale railway line construction plan is understood to be a construction plan, whose construction costs exceed LVL 30,000,000.00 (excluding VAT);
- at least 2 (two) performed consulting projects, where an environmental impact assessment of a large scale transport infrastructure object has been performed. As a large scale transport infrastructure is understood to be a transport infrastructure object which is included into the main road or railroad network, and whose construction costs exceed LVL 30,000,000.00 (excluding VAT).

The Applicant's average financial turnover without VAT within the previous three years (i.e. 2009-2011) is at least in the amount of the contract price indicated in the Applicant's financial tender. For the Applicant registered after 2009, the average financial turnover within the period of activity is at least in the amount of the contract price indicated in the Applicant's financial tender.

What are qualification requirements for the expert team?

The following personnel (specialists) with the following minimum experience shall be involved in the performance of the contract:

Project manager:

- Higher education in the field of transport construction or the field of economics, or business management (degree of a bachelor, higher professional, or master's, or doctor's degree); at least ten years of experience in project management; at least five years of experience in research- or construction planning project management in the field of transport construction; experience in the position of a project manager in the management of at least one research- or construction planning project, in the framework of which the research or the construction planning was performed for a new rail line of at least 50 km.

Economist:

- At least master's degree in economics, finance, or in business management; during the last five years at least two CBA's performed for a transport structure to be newly built in accordance with the European Commission Guidelines of CBA for investment projects, 2008.

Train command control system expert:

- Engineer's qualification in train command control system; experience in planning ERTMS track side – at least one finished construction planning project.

Expert on railway electric power supply and catenary:

- Engineer's qualification in transport's electric power supply and/or catenary; experience as expert for planning railways' electric power supply and catenary in at least two projects, at least one of which has been finished within the last five years.

Railway structure design expert:

- Engineer's qualification in the field of transport construction; at least five years of experience of a railways construction leading designer in at least two projects; construction planning experience according to SITS and on 1435mm gauge railway lines.

Bridge design expert:

- Engineer's qualification in the field of transport construction; at least 5 years of experience of the leading designer for bridge planning; experience of the bridge planning engineer in at least two projects, at least one of which is finished, and at least one of which is in the field of railways, and at least one of which is the planning of a multilevel multimodal crossings.

Tunnel design expert:

- Engineer's qualification in the field of transport construction; at least five years of experience of leading designer for planning tunnels; experience of an expert for planning roads- and railways-tunnels in at least two projects, at least one of which has been finished, and one of which is the planning of a tunnel in the city environment.

Road design expert:

- Engineer's qualification in the field of transport construction; at least five years of experience of the state main roads' construction leading designer; in the management of at least two roads' construction plans within the last five years.

Spatial and development planning expert:

- Higher education (degree of a bachelor, higher professional, or master's, or doctor's degree); at least five years of experience in territorial development planning; experience in the preparation of at least five local spatial and development plans; experience in the preparation of at least one national or regional scale spatial or development planning document; experience of providing services subject to expertise in the Republic of Latvia and competence with regard to its national legislation.

Railway transport management expert:

- Engineer's qualification in the field of railways maintenance or transport planning; at least five years of experience in the field of railways transport management and planning (railway traffic planning and development of train graphs and timetables).

Environmental expert:

- Higher education in the field of environment science (degree of a bachelor, higher professional, or master's, or doctor's degree); experience of an environment expert within the last five years in at least two environmental impact assessment projects of line structures construction, at least one of which is finished; experience of a project manager for preparation of environmental impact assessment report for at least one project in the field of transport infrastructure.

The experts must be available for performance of the whole validity period of the contract. The experts must be able to communicate directly or with the help of an interpreter (both, orally and in written form) in Latvian. The Applicant must ensure translation services during the whole validity period of the contract.

What documents have to be submitted?

1. The tender security (see detailed requirements in official tender dossier). The tender security (bank guarantee or insurance policy) shall be attached to the financial tender.
2. Application to participate at the competition (see detailed requirements in official tender dossier).

3. Document certifying that the Applicant is registered according to the procedure set by law (the documents indicated in this Clause of the regulations must be submitted also with regard to each subcontractor and with regard to each member of an association of persons, if the Applicant will be an association of persons):
 - For companies registered in the Commercial register of the Republic of Latvia – a copy of the registration certificate issued by the Commercial register of the Enterprise register;
 - For foreign companies – a document issued by a competent institution of the state in question that certifies that the Applicant is registered according to the procedure set by law.
4. Acknowledgment or agreement between members of a consortium (see detailed requirements in official tender dossier).
5. A certified copy of a note issued by the Enterprise register or other document on:
 - The Applicant's legal representative's or its authorised person's rights to represent the commercial company when signing the tender;
 - the commercial company's legal representative's or its authorised person's rights to represent the merchant on whose behalf the person has signed any of the following documents: 1) the agreement stipulated in Sub-clause 1.8.1.2 of the regulations, 2) any type of an acknowledgment issued according to the requirements of Article 41(3) and Article 42(3) of the Public Procurement Law.
6. A table filled out with information on the Applicant's experience and reference letters from the contracting authorities (see detailed requirements in official tender dossier).
7. Information on the personnel (specialists) involved in the performance of the contract – signed CV's, certificates, licences, etc. (see detailed requirements in official tender dossier).
8. Certified copies of the profit and loss statements for the last three years (i.e. 2009 – 2011) of the Applicant, all the members of the persons' associations or members of partnerships, and of subcontractors.
9. The Applicant shall indicate in its tender all the subcontractors who will provide services the value of which forms 20 per cent of the total procurement contract value or more, as well as the part of the service contract to be transferred for performance to each such subcontractor.
10. Technical tender (see detailed requirements in official tender dossier), with at least description of the provision of service, by presenting the information on the conformity of the offered solutions with the tender dossier, description of organisation and methodology providing the service, description of the system for ensuring the quality of the service.
11. Financial tender (see detailed requirements in official tender dossier). The contract price in the Applicant's financial tender must be indicated in euro (EUR). Value added tax amounts must be indicated separately, if the Applicant is the value added tax payer. The offered price must include all the Applicant's expenses related to the performance of the procurement contract. The contract price is set for the whole performance period of the contract (fixed price contract) and shall not be recalculated.

Please note that the applicant to whom will be awarded the contract, will be required to submit additional information and documents as defined by public procurement regulation in Latvia.

What are the evaluation criteria of the tender?

The tender is most economically advantageous tender. Therefore out of maximum possible total score – 100, the bid price excluding VAT is scored at maximum 40 and the quality of the description of the service performance (technical tender) is scored at maximum 60.

Maximum rating in score points of a technical tender criteria:

A	Overall organisation and methodology	25
B	Technical approaches, methods, and work plans for performance of the task:	75
B1	Technical solutions and variants for location of the route	15
B2	Engineering surveys	10
B3	Site planning and cartography	15
B4	Environmental impact assessment	15
B5	CBA	10
B6	Communication and consultations	10
Total maximum evaluation score:		100

The details on evaluation of each criteria are provided in tender dossier.

What is the background of the project *Rail Baltica*?

For background information please see the official tender dossier. Information on previous study – Feasibility study on Rail Baltica is available on http://www.sam.gov.lv/images/modules/items/PDF/item_3187_Rail_Baltica_Final_Report_Executive_Summary_31_05_11_FINAL_v2_LV.pdf and <http://www.tja.ee/rail-baltica-tasuvusanaluus>

What reports have to be submitted?

The Supplier shall submit the following reports:

- 1st month after closure of the contract – Inception Report
- 6th month – 1st Interim Report
- 8th month – Revised 1st Interim Report
- 9th month – 2nd Interim Report
- 11th month – Revised 2nd Interim Report
- 16th month – 3rd Interim Report
- 18th month – Revised 3rd Interim Report
- 22nd month – Draft Final Report
- 24th month – Revised Draft Final Report
- 26th month – Final Report

For minimum content requirements of the reports please see the tender dossier.

The deliverables shall be prepared in an electronic form (in both forms – with the possibility to edit, and without one) and shall be not later than the last day of the month when the deliverable in question must be fulfilled. The format of the deliverables must be specified in the Inception report.

The final report shall be submitted in a printed form in three counterparts and in an electronic form with the possibility to edit, and without one. The Supplier shall submit the final report in a electronic form: the text and calculations shall be prepared with the means of Microsoft Office and Adobe software, but the graphic materials – with the means of ArcGIS and AutoCad.

Communication with Contracting Authority when providing the service

Overview meetings with the Contracting authority shall be planned not less than once per quarter. Quarterly progress reports shall be prepared in an electronic format with the possibility to edit (*.ppt, *.pptx) and they shall be submitted to the Contracting authority one day before the presentation of the report at the report meeting. The progress report in a short form shall cover all the contents aspects of the service performance, incl. information on the progress of the work and conclusions within the framework of the work tasks, as well as the questions and problem situations. The progress report may contain a short technical report on the process of the Supplier's work. The purpose of progress reports is:

- 1) to receive timely information from the Supplier on the work progress and the initial conclusions and suggestions;
- 2) to give the Supplier an opportunity to receive timely comments, views, and suggestions in questions related to the provision of the service.

If necessary, *ad-hoc* meetings which were not planned, may be organised, and they may be initiated by both, the Supplier, and by the Contracting authority.

The Supplier shall submit the materials in Latvian language. The official correspondence shall take place in Latvian language, if necessary, the translation shall be provided at work meetings. Communication with the society in the territory of the Republic of Latvia shall take place in Latvian language, if necessary, the translation shall be provided. To the intermediary reports a detailed summary in English shall be added. The detailed summary in English shall contain all the most essential results, schemes, descriptions, tables, etc. that have been laid out in the report. The final report shall be submitted in Latvian and English language.

The structure of deliverables. The Supplier shall structure the deliverables (reports) in such a way that all the important information on the rail line would be available to the Contracting authority altogether with regard to separate sections of the rail line. A detailed structure shall be approved in the Inception report.

What researches and surveys, data has to be considered when providing the service?

The Supplier when providing the service shall consider all the known surveys which are related to the research object. The list of studies available / known to Contracting Authority is provided in tender dossier.

What tasks have to be carried out?

As part of the detailed technical study all and any technical, technological, financial, socio-economic, legal and environmental issues of the proposed new railway line shall be analysed. The tasks are subdivided in ten work packages and are inter-related. Please note that here is only a very short summary of task description. For details please refer to the tender dossier.

WORK PACKAGE 1 – Study of the route alignment options for the railway tie-in in Riga

- Study of the route alignment options (provided by the Client) for the railway connection to Riga City Centre, international airport “Riga” and Freeport of Riga areas on both banks of the River Daugava;
- Carry out CBA analysis of all route alignment options and compare with the Basic Alignment;
- Provide layouts on topographic maps;
- Identify key environmental aspects, which would affect choice thereof;
- Assess impact on existing Daugava crossings;
- After Client’s approval carry out detailed technical study and EIA for at least 2 options;
- Elaborate alternative options, if such are obvious;
- Provide estimate of construction costs.

WORK PACKAGE 2 – Detailed study of technical and spatial preconditions and elaboration of recommendations on the railway route alignment

- Carry out geotechnical and hydrological studies of the approved route alignments (drills, on-site measurements); the scope of studies depends on statutory regulations and documents issued by governmental authorities;
- Carry out analysis of spatial planning documents and other territorial planning documents, where the private properties and commercial areas are affected by the route;
- Topographic measurements in the scale 1:1500 (residential areas) and up to 1:1000 (out of residential areas) for the proposed option;
- Identify properties to be alienated;
- Analyse existing transport infrastructure network and provide recommendation for the inclusion of the route into the network.

WORK PACKAGE 3 – Determination of the technical parameters of the railway line

- Specify technical parameters;
- Modelling of railway traffic aiming at determination of railway hub locations (and relevant infrastructure to be provided in relation to these);
- Where necessary, update cargo and passenger flow forecasts.

WORK PACKAGE 4 – Elaboration of recommendations on the railway route alignment

- Study the optional railway route alignments, including their connection with the 1520mm gauge network;
- Identify all and any roads, which shall be crossed by Rail Baltica;
- Identify railway route parameters and alignment for the connection to the international airport “Riga” (forecasts, optional new infrastructure, risk analysis).

WORK PACKAGE 5 – Elaboration of technical solutions

- Elaborate technical solutions for the purposes of EIA (CCS systems, stations, crossings and culverts, cross-overs, pedestrian crossings, animal crossings, landscaping, noise abutment features, fences, etc.);
- Elaborate detailed technical solutions for the selected railway route alignment and its options if any. The solutions shall be compliant with TSI for P2/F1 category railway line and the geometry of the line shall be P1 where possible. The level of detail shall correspond to that of a preliminary design. The scale shall be 1:500 in urban areas and 1:1000 outside of urban areas. Estimate construction costs for each railway line section, including all and any additional infrastructure (crossings, noise abutment walls, fencing, etc.);
- List of land owners affected by the railway constructions; acquire their approvals;
- Calculate cost of 1 m² land by types thereof;
- Collate information on the new construction of utilities and communication lines;
- Visualisation of technical solutions;
- Technical solutions for the connection with Airport.

WORK PACKAGE 6 – Environmental Impact Assessment

EIA for the whole line and connections to the Port of Riga and Riga International Airport: scoping consultations, surveys, public hearings, cartographic materials and 3D visualisations.

WORK PACKAGE 7 – Cost-benefit analysis and socio-economic impact assessment

- Full CBA, considering the opportunity of fundraising from CEF and other financial facilities;
- Elaborate electronic model of the CBA (macroeconomic assumptions, scenarios, revenue estimates, financial capacity of the developer, cash flow, etc.) and provide training to the Client on the use thereof;
- Socio-economic impact assessment.

WORK PACKAGE 8 – Drafting the Schedule and Roadmap for further implementation

- Elaborate Schedule of the project implementation by stages, cash flow;
- Identify optional financing sources (e.g., CEF, PPP, combined PPP, EC incentives);
- Risk Analysis;
- Schedule of procurements;
- Identify issues to be clarified between project partners/ countries.

WORK PACKAGE 9 – Detailed technical specification for each element of the construction process

Elaboration of tender dossiers including terms of reference for each element of the construction process:

- Design;
- Independent expertise in the construction plan;
- Construction supervision;
- Designer supervision.

WORK PACKAGE 10 – Communication with stakeholders (municipalities, governmental authorities and other organisations) and the society

- Communication with relevant stakeholders – submit elaborated documents, receive and review their statements on the submitted documents, communication with experts from affected municipalities;
- Information of the society on the project status;
- Upon Client's request, prepare summary presentations, participate in seminars, forums, Task Force meetings and other meetings with stakeholders in Latvia, Lithuania or Estonia.