



REQUEST FOR QUOTATION (RFQ)

NAME & ADDRESS OF FIRM	DATE: October 1, 2019
	REFERENCE: RfQ19/01984

Dear Sir / Madam:

We kindly request you to submit your quotation for **conducting feasibility study for extending the electrical transportation network in Bender town (through Varnita village)**, as detailed in Annex 1 of this RFQ. When preparing your quotation, please be guided by the form attached hereto as Annex 2.

Quotations may be submitted on or before **October 16, 2019, 15:00 (Moldova local time)** and via e-tendering system to the address below:

<https://etendering.partneragencies.org>

Username: event.guest

Password: whyzchange

BU Code: MDA10 and Event ID 0000004539

Once uploaded, Bidders that have accepted the invitation in the system will be notified via e-mail that changes have occurred. It is responsibility of the Bidder to view the respective changes and clarifications in the system.

Documents uploaded in the system as part of your quotation must be free from any form of virus or corrupted contents, or the quotations shall be rejected.

Please Consult eTendering Resources for Bidders for additional information on bidding:
<http://www.undp.org/content/undp/en/home/operations/procurement/business/procurement-notices/resources/>

Please take note of the following requirements and conditions pertaining to the supply of the abovementioned services:

Exact Address of Delivery Location	as per Technical Specifications and Requirements
Latest Expected Delivery Date and Time <i>(if delivery time exceeds this, quote may be rejected by UNDP)</i>	<input checked="" type="checkbox"/> no later than 2.5 months from contract signature by both parties

IT.P.

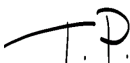
Delivery Schedule	<input checked="" type="checkbox"/> Required
Preferred Currency of Quotation ¹	<input checked="" type="checkbox"/> United States Dollars
Value Added Tax on Price Quotation	<input checked="" type="checkbox"/> Must be exclusive of VAT (0%) and other applicable indirect taxes
After-sales services required	<input checked="" type="checkbox"/> Not required
Deadline for the Submission of Quotation	<p>Date and Time: 16 October 2019, 15:00 (Moldova local time)</p> <p>IMPORTANT NOTE: the time zone indicated in the Tendering system is New York Time zone.</p> <p>PLEASE NOTE:</p> <ol style="list-style-type: none"> 1. Date and time visible on the main screen of event (on e-tendering portal) will be final and prevail over any other closing time indicated elsewhere, in case they are different. The correct proposal closing time is as indicated in the e-tendering portal and system will not accept any proposal after that time. It is the responsibility of the proposers to make sure proposals are submitted within this deadline. UNDP will not accept any proposal that is not submitted directly in the system. 2. Try to submit your proposal a day prior or well before the closing time. Do not wait until last minute. If you face any issue submitting your proposal at the last minute, UNDP may not be able to assist.
All documentations, including catalogs, instructions and operating manuals, shall be in this language	<input checked="" type="checkbox"/> English <input checked="" type="checkbox"/> Others: Romanian or Russian



¹ Local vendors must comply with any applicable laws regarding doing business in other currencies. Conversion of urrency into the UNDP preferred currency, if the offer is quoted differently from what is required, shall be based only on UN Operational Exchange Rate prevailing at the time of UNDP's issuance of Purchase Order.

Documents to be submitted	<input checked="" type="checkbox"/> Electronic submission of Proposal https://etendering.partneragencies.org Username: event.guest Password: whyzchange Please note: <ol style="list-style-type: none"> <u>It is strongly recommended to create your username with two parts, your first name and last name separately by ".", similar to the one shown above.</u> <u>You can participate in the proposal event only if you have registered in the system.</u> <input checked="" type="checkbox"/> Duly Accomplished Form as provided in Annex 2, and in accordance with the Technical Specifications and Requirements in Annex 1; <input checked="" type="checkbox"/> Company profile (short info up to 1 page); <input checked="" type="checkbox"/> Copy of Company's Registration Certificate; <input checked="" type="checkbox"/> Detailed description of the offered services; <input checked="" type="checkbox"/> The list of key personnel, including their CVs and accreditation certificates (if the case). Relevant experience shall be duly stated in the CV. Additional supporting documents may be required. <input checked="" type="checkbox"/> GANTT Chart showing the outputs, presentations & feedback periods, within the 2.5 calendar months from the date of contract signature <input checked="" type="checkbox"/> Written Self-Declaration of not being included in the UN Security Council 1267/1989 list, UN Procurement Division List or other UN Ineligibility List.
Period of Validity of Quotes starting the Submission Date	<input checked="" type="checkbox"/> 90 days In exceptional circumstances, UNDP may request the Vendor to extend the validity of the Quotation beyond what has been initially indicated in this RFQ. The Proposal shall then confirm the extension in writing, without any modification whatsoever on the Quotation.
Partial Quotes	<input checked="" type="checkbox"/> Not permitted
Payment Terms	<input checked="" type="checkbox"/> upon submitted and accepted outputs
Liquidated Damages	0,5 % of contract for every calendar day of delay, based on the approved delivery schedule, up to a maximum duration of 14 calendar days. After which UNDP may terminate the contract.

Evaluation Criteria	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Technical responsiveness/Full compliance to requirements (according to Annex 1) and lowest price² <input checked="" type="checkbox"/> Minimum 5 (five) years of experience in the area of constructions/operations and/or technical design for trolleybus lines; <input checked="" type="checkbox"/> Maximum delivery period not to exceed 2,5 calendar months upon signature of Contract; <input checked="" type="checkbox"/> Full acceptance of the Contract General Terms and Conditions; <input checked="" type="checkbox"/> Submission of the CVs of the core team members demonstrating the following minimum requirements: <ul style="list-style-type: none"> a) 1 (one) Task Manager <ul style="list-style-type: none"> <input checked="" type="checkbox"/> at least 10 years of experience in designing, construction and/or operation of city transportation services <input checked="" type="checkbox"/> at least 3 feasibility studies of similar profile and magnitude conducted and/or managed development of technical design for trolleybus lines and/or managed construction of trolleybus lines over the last 10 years <input checked="" type="checkbox"/> Fluency in Russian (English for international staff) b) 1 (one) design engineer/executor of contact networks for electrical transportation <ul style="list-style-type: none"> <input checked="" type="checkbox"/> corresponding master's degree and licenses <input checked="" type="checkbox"/> at least 3 projects of similar profile and magnitude and/or development of technical design for trolleybus lines and/or construction of trolleybus lines executed over last 10 years <input checked="" type="checkbox"/> Fluency in Russian (English for international staff) c) 1 (one) design engineer for electricity supply and lighting networks <ul style="list-style-type: none"> <input checked="" type="checkbox"/> corresponding master's degree and licenses <input checked="" type="checkbox"/> at least 3 projects of similar profile and magnitude developed and/or experience in developing of technical design in electricity networks for trolleybus lines and/or construction of electricity networks for trolleybus lines executed over the last 10 years <input checked="" type="checkbox"/> Fluency in Russian (English for international staff) d) 1 (one) design engineer for road construction (road infrastructure): <ul style="list-style-type: none"> <input checked="" type="checkbox"/> corresponding master's degree and licenses <input checked="" type="checkbox"/> at least 3 projects of similar profile and magnitude and/or experience in developing of technical and/or construction or reconstruction of roads executed over the last 10 years <input checked="" type="checkbox"/> Fluency in Russian (English for international staff) e) 1 (one) ecologist: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> corresponding master's degree <input checked="" type="checkbox"/> minimum 5 years of previous experience in areas of urban ecology
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	<input checked="" type="checkbox"/> Fluency in Russian (English for international staff) f) 1 (one) cost estimator to estimate the construction-assembling works <input checked="" type="checkbox"/> corresponding master's degree and licenses <input checked="" type="checkbox"/> at least 3 cost estimates developed for construction/reconstruction of electricity and road infrastructure executed over the last 10 years <input checked="" type="checkbox"/> Fluency in Russian (English for international staff) NOTE: For background education the graduation certificate shall be presented. For experience and language proficiency – please, clearly describe in CV relevant experience and projects undertaken, as well as language abilities.
UNDP will award to:	<input checked="" type="checkbox"/> One and only one supplier
Type of Contract to be Signed	<input checked="" type="checkbox"/> Face Sheet Contract
Special conditions of Contract	<input checked="" type="checkbox"/> Cancellation of Contract if the completion of services is delayed by 14 (fourteen) calendar days
Conditions for Release of Payment	<input checked="" type="checkbox"/> Approval and acceptance of the outputs by UNDP
Annexes to this RFQ	<input checked="" type="checkbox"/> Annex 1 – Technical Specifications and Requirements <input checked="" type="checkbox"/> Annex 2 – Form for Submission of Quotation <input checked="" type="checkbox"/> Annex 3 – General Terms and Conditions/ Special Conditions Non-acceptance of the terms of the General Terms and Conditions (GTC) shall be grounds for disqualification from this procurement process.
Contact Person for Inquiries (Written inquiries only) ³	<i>Liliana CATEROV</i> <i>Procurement & Contracts Associate</i> liliana.caterov@undp.org Any delay in UNDP's response shall be not used as a reason for extending the deadline for submission, unless UNDP determines that such an extension is necessary and communicates a new deadline to the Proposers.

Services offered shall be reviewed based on completeness and compliance of the quotation with the minimum specifications described above and any other annexes providing details of UNDP requirements.

The quotation that complies with all of the specifications, requirements and offers the lowest price, as well as all other evaluation criteria indicated, shall be selected. Any offer that does not meet the requirements shall be rejected.

Any discrepancy between the unit price and the total price (obtained by multiplying the unit price and quantity) shall be re-computed by UNDP. The unit price shall prevail, and the total price shall be corrected. If

² UNDP reserves the right not to award the contract to the lowest priced offer, if the second lowest price among the responsive offer is found to be significantly more superior, and the price is higher than the lowest priced compliant offer by not more than 10%, and the budget can sufficiently cover the price difference. The term "more superior" as used in this provision shall refer to offers that have exceeded the pre-determined requirements established in the specifications.

³ This contact person and address is officially designated by UNDP. If inquiries are sent to other person/s or address/es, even if they are UNDP staff, UNDP shall have no obligation to respond nor can UNDP confirm that the query was received.

the supplier does not accept the final price based on UNDP's re-computation and correction of errors, its quotation will be rejected.

After UNDP has identified the lowest price offer, UNDP reserves the right to award the contract based only on the prices of the services in the event that the transportation cost (freight and insurance) is found to be higher than UNDP's own estimated cost if sourced from its own freight forwarder and insurance provider.

At any time during the validity of the quotation, no price variation due to escalation, inflation, fluctuation in exchange rates, or any other market factors shall be accepted by UNDP after it has received the quotation. At the time of award of Contract or Purchase Order, UNDP reserves the right to vary (increase or decrease) the quantity of services and/or services, by up to a maximum twenty-five per cent (25%) of the total offer, without any change in the unit price or other terms and conditions.

Any Purchase Order that will be issued as a result of this RFQ shall be subject to the General Terms and Conditions attached hereto. The mere act of submission of a quotation implies that the vendor accepts without question the General Terms and Conditions of UNDP herein attached as Annex 3.

UNDP is not bound to accept any quotation, nor award a contract/Purchase Order, nor be responsible for any costs associated with a Supplier's preparation and submission of a quotation, regardless of the outcome or the manner of conducting the selection process.

Please be advised that UNDP's vendor protest procedure is intended to afford an opportunity to appeal for persons or firms not awarded a purchase order or contract in a competitive procurement process. **In the event that** you believe you have not been fairly treated, you can find detailed information about vendor protest procedures in the following link:

<http://www.undp.org/content/undp/en/home/operations/procurement/protestandsanctions/>

UNDP encourages every prospective Vendor to avoid and prevent conflicts of interest, by disclosing to UNDP if you, or any of your affiliates or personnel, were involved in the preparation of the requirements, design, specifications, cost estimates, and other information used in this RFQ.

UNDP implements a zero tolerance on fraud and other proscribed practices, and is committed to identifying and addressing all such acts and practices against UNDP, as well as third parties involved in UNDP activities. UNDP expects its suppliers to adhere to the UN Supplier Code of Conduct found in this link : http://www.un.org/depts/ptd/pdf/conduct_english.pdf

Thank you and we look forward to receiving your quotation.

Sincerely yours,

Corina Oprea

Corina OPREA
ARR Operations

Technical Specifications and Requirements

A. Background Background

In 2019 the European Union launched the fifth phase of the Confidence Building Measures Programme (EU-CBM V), having UNDP Moldova as main implementing partner. The overall goal of the Program is to increase confidence between both banks of the Nistru/Dniester River by ensuring socio-economic development through involvement of local authorities, civil society organizations, private actors, and other community stakeholders. The EU CBM programme is focused on 4 specific fields: promoting business development; support to community development and cross river platforms of cooperation; preserving cultural and historical heritage and assistance to media development and cooperation.

The infrastructure component has proved to be efficient and sustainable from the viewpoint of confidence-building, generating community involvement and fostering closer links between banks of the river. Focusing on the security zone from both banks of Nistru/Dniester river and on issues with a confidence building potential, projects are to contribute to increasing living conditions improving the delivery of essential public services.

Public transportation is still insufficiently developed in Moldova and in Security zone. The more plausible is the idea to extend the Trolleybus line from Bender city to Varnita village, strongly supported by both banks' communities.

B. Objective of the assignment:

The Confidence Building Measures Programme (EU-CBM-V) is looking for a company to carry out the feasibility study for extending the electrical transportation network from the streets' junction Panin-Ermacova-Engiels of Bender city – Tighina Street of Varnița village – industrial area "Severnii" District of Bender city, with a total length of 5,2 to 8,2 km (exact length of the extension is to be proposed by feasibility study). Construction or design companies (local or international) holding experience in designing/assembling electrical transportation lines for passengers' transportation within urban areas as well as relative feasibility studies background are eligible to participate in the given tender.

The history of electrical transportation in Bender city starts back in 1993 when the very first trolleybus line linking Tiraspol and Bender was launched. Over the years, the electrical transportation network was extended to cover the entire territory of the city and now it covers 7 circulation routes: 6 within the city and one in between cities (Tiraspol-Bender). The last route extension occurred in 2018 by prolonging the route 5, hence creating the route 5a. Currently, the Electrical Transportation Division of Bender city has 35 electrical transportation units, out of which about 23 units are working on daily basis. As well, the total length of the electrical transportation network of the city covers 53.4km. About 20 thousand travelers are transported daily using the electrical transportation in Bender city.

The selected bidder will have to form a team of experts (see details in Chapter F) to develop a feasibility study of at least two options:

- A) Building of standard electrical transportation line by extending the contact network alongside the entire extended route;

- B) Organizing of electrical transportation line by utilization of autonomous (battery operated) electrical transportation units for the extended route with identification of recharge points/stations.

The feasibility study report will cover technical-economic information related to the analysis of different possibilities to extend the trolleybus line, analysis of passengers' flow, estimated costs for implementing the respective possibilities, a first estimate of the number of transportation units needed to cover the passengers' flow in the area. As well, an ample analysis will be provided for the existing road infrastructure and for the possibilities to adjust it for electrical transportation circulation. The company will be responsible for developing the routes for the public electrical transportation allowing the integration of the new extensions in the map of existing routes in the city.

C. Key tasks and expected outputs:

Below are described the tasks for each option:

Option A: Building of standard electrical transportation line by extending the contact network alongside the entire extended route:

1. Organizing the passengers' electrical transportation on the newly created section:

- identify the optimal route for electrical transport circulation by integrating the newly created section in the city network;
- assess the passengers' flow on the newly created section during the peak hours (high congestion hours) and off-peak hours (hours of usual transportation demand);
- establish the optimal number of stations on the newly created section;
- establish the optimal timetable and the circulation interval for the public electrical transportation;
- establish the number of transportation units necessary to serve the route;
- other questions necessary to be clarified referring to the organization of passengers' electrical transportation.

2. Creating the contact network of the section:

- average circulation speed for the electrical transportation units on the newly created section shall be up to 30 km/h (current average speed of trolleybuses in Bender is 17km/h);
- establish the suspension type for the contact network on the newly created section; (simple/double consoles / other modalities);
- establish the interval distances for the pillars to support the contact line in the newly created section;
- suggest technical solution for creating the junction node between the newly created section and the existing network at the streets' junction Panin-Ermacova-Enghels on the way towards the "Severnii" District;
- suggest technical solution for creating the junction node between the newly created section and the existing network at the streets' junction Panin-Ermacova-Enghels on the way towards Bender city's downtown;
- suggest technical solution for locating the contact network under the bridge on the Ermacova Street;
- establish the modality of organizing the contact network at the place where the electrical transportation units go back to the terminus station of the newly created section;

- establish the type of stations for contact network supply; (tracking substation);
- establish the optimal place for locating the station to supply the contact network on the newly created section;
- propose technical solutions for the contact network crossing with the railroad line and high-voltage electrical network;
- other questions to be clarified in relation to creating the contact network on the indicated section;

3. Electricity supply:

- assess the power capacities and reserves alongside the newly created section;
- establish the possibility to supply electricity to the contact network supply stations in correlation with their location;
- provide technical solutions for security measures necessary to be undertaken in places of contact network crossing the existing electrical networks;
- examine the possibility of providing street lighting alongside the newly created section / if it exists already – to establish its operation capacity and the level of compliance with the standards for ensuring the lighting of public auto-roads in cities;
- provide technical solutions for electricity supply to road traffic regulation devices (bars and streetlights at the intersection with the existing railroad, locating new streetlights at the over-congested junctions);
- other issues to be clarified in relation to electricity supply for the newly created section;

4. Adapting the road infrastructure for circulation of electrical transportation means:

- establish the compliance of the road infrastructure for electrical transportation means' circulation;
- establish the sufficiency of roads' width as well as the width of circulation lines on the newly created section;
- establish the necessity of road traffic signs and marking for the road to be used by electrical transportation means;
- provide technical solutions for areas with slopes and gradients for them to become accessible for electrical transportation means, if necessary;
- provide technical solutions for organizing road circulation in places where the newly created section crosses roads with high traffic;
- establish the need of repairing the wear layer of the road surface on segments from the newly created section;
- provide technical solutions for regulating the road traffic in places where the road crosses the railroad;
- other issues to be clarified in relation to the road infrastructure on the newly created section;

5. Environmental aspects related to the newly created section of electrical transportation:

- identify the trees and shrubs to be cut when organizing the contact network;
- establish the current air pollution level alongside the newly created segment;
- establish the existing noise level and to estimate the noise level after implementing the electrical transportation line;
- provide technical solution for improving the environmental situation alongside the newly created section, indicating clearly the number of trees to be planted;

- other environmental issues to be clarified alongside the newly created section;
- 6. Estimating the cost for implementing the section for electrical transportation:**
- costs related to the chapter on Organization of electrical transportation on the newly created section – including the estimation of costs of transportation units necessary for serving the line;
 - costs related to the chapter on Creating the contact network in the newly created section;
 - costs related to the chapter on Electricity supply for the newly created section;
 - costs related to the chapter on Adjusting the road infrastructure of the newly created section;
 - costs related to the chapter on Environmental aspects for the newly created section;

Option B: Organizing of electrical transportation line by utilization of autonomous (battery operated) electrical transportation units for the extended route with identification of recharge points/stations:

- 1. Organizing the passengers' electrical transportation on the newly created section:**
 - identify the optimal route for electrical transport circulation by integrating the newly created section in the city network;
 - assess the passengers' flow on the newly created section during the peak hours (high congestion hours) and off-peak hours (hours of usual transportation demand);
 - establish the optimal number of stations on the newly created section;
 - establish the optimal timetable and the circulation interval for the public electrical transportation;
 - establish the number of transportation units necessary to serve the route;
 - other questions necessary to be clarified referring to the organization of passengers' electrical transportation;
- 2. Electricity supply:**
 - assess the power capacities and reserves alongside the newly created section;
 - examine the possibility of providing street lighting alongside the newly created section / if it exists already – to establish its operation capacity and the level of compliance with the standards for ensuring the lighting of public auto-roads in cities.
 - provide technical solutions for electricity supply to road traffic regulation devices (bars and streetlights at the intersection with the existing railroad, locating new streetlights at the over-congested junctions);
 - other issues to be clarified in relation to electricity supply for the newly created section;
- 3. Adapting the road infrastructure for circulation of electrical transportation means:**
 - establish the compliance of the road infrastructure for electrical transportation means' circulation;
 - establish the sufficiency of roads' width as well as the width of circulation lines on the newly created section;
 - establish the necessary road traffic signs and marking for the road to be used by electrical transportation means;
 - provide technical solutions for areas with slopes and gradients for them to become accessible for electrical transportation means, if necessary;
 - provide technical solutions for organizing road circulation in places where the newly created section

crosses roads with high traffic;

- establish the need of repairing the wear layer of the road surface on segments from the newly created section;
- provide technical solutions for regulating the road traffic in places where the road crosses the railroad;
- other issues to be clarified in relation to the road infrastructure on the newly created section;

4. Environmental aspects related to the newly created section of electrical transportation:

- Identify trees and shrubs to be cut when organizing the contact network;
- establish the current air pollution level alongside the newly created segment;
- establish the existing noise level and to estimate the noise level after implementing the electrical transportation line;
- provide technical solution for improving the environmental situation alongside the newly created section, indicating clearly the number of trees to be planted;
- other environmental issues to be clarified alongside the newly created section;

5. Estimating the cost for implementing the section for electrical transportation:

- costs related to the chapter on Organization of electrical transportation on the newly created section – including the estimation of costs of transportation units necessary for serving the line;
- costs related to the chapter on Creating the contact network in the newly created section;
- costs related to the chapter on Electricity supply for the newly created section;
- costs related to the chapter on Adjusting the road infrastructure of the newly created section;
- costs related to the chapter on Environmental aspects for the newly created section;

Options A and B will have to be compared having in mind the following major aspects:

- ***Total cost;***
- ***Time needed for implementation;***
- ***Current technical, organizational and human capacities and capabilities of Bender Electrical Transportation Division to implement each of the options;***
- ***Cost efficiency of long-term utilization and maintenance;***
- ***Environmental and social aspects;***

D) Regulatory Framework

For the contract implementation, the selected company shall be guided by the normative acts in force in Transnistrian region, specifically:

- a) СНиП – 2.05.09-90 - Tramway and Trolleybus Lines
- b) СНиП 2.05.02-85 - Auto-roads
- c) СНиП 111-41-76 - Contact network for electrical transportation
- d) СНиП 3.05.07-85 - Automation systems
- e) СН 174-75 – Instructions on design of electricity supply for industrial enterprises
- f) Other normative acts in force on the territory of the Transnistrian Region.

Submitting data and reports of the fulfilled study:

- a) The final report of the study shall be compiled in Russian and English languages;
- b) The Contractor shall provide a presentation of the study data with informative materials (PowerPoint presentation, video) in the location to be indicated by EU CBM in Russian language and shall be responsible for contracting a Russian-English translator;
- c) The Contractor will present all the Outputs in a PowerPoint presentation at the stakeholders' meeting which will be arranged by EU CBM Programme. The Outputs and presentation materials must be provided 5 days before the presentation by the Contractor to EU CBM implementation team.
- d) The Contractor will be responsible for taking notes of the main points of discussion during the presentation, submit for approval to EU CBM within maximum 48 hours after the meeting and wait for EU CBM team feedback. According to the provided feedback the Contractor should proceed with all the necessary modifications. This feedback/approval by EU CBM will be provided within maximum TWO (2) calendar weeks. This period will be part of the execution work plan.

E) Deliverables

Contractor is required to deliver the expected outputs, in accordance with the following deliverable items and established schedules:

Item No.	Deliverables and Description/Specification of Services	Expected Delivery Date
1.	Feasibility study report with detailed evaluation of both options of Trolleybus line extension for EU CBM Team review.	<i>within 1,5 months from the date of signing the contract</i>
2.	Presentation Feasibility Study Report in front of stakeholders.	<i>within 2 months from the date of signing the contract</i>
3.	Final Feasibility Study Report, incorporating all comments of EU CBM team and major stakeholders in Russian and English Languages.	<i>within 2,5 months from the date of signing the contract</i>

NOTE: All the deliverables shall be presented in Russian and English language.

F) General organizational information/requirements

The following special regional climate conditions and technical characteristics shall be considered while developing the expertise project buildings and constructions:

Climate rayon - III B;

Snow loading - 500 Па/м²;

Wind loading - 350 Па/м²;

Seismicity level - 7-8 grades;

Average outside temperature - 17°C;

Heating season duration - 166 days;

Average outside temperature during winter season - +0,6°C;

G) Institutional Arrangements

The Contractor will be awarded a contract with UNDP under EU CBM Programme for the delivery of services applied for and will work under the guidance of the EU-CBM V Project Officers/Engineers and supervised by EU-CBM V Community Infrastructure Project Manager. The Contractor will be responsible for establishing and maintaining of good working relationships with relevant authorities, as well as for arranging all necessary transportation and logistics arrangements.

H) Financial Arrangements

Payments will be made based on unit prices provided in the financial proposal multiplied with the quantities for services required and accepted by UNDP under EU CBM Programme. Even though the contract will be signed in US\$ currency, the payments will be effected in MDL based on UN operational rate of exchange on the day of payment (for reference, please, refer to <https://treasury.un.org/operationalrates/default.php>). Still, the Bidders are required to consider any eventual currency fluctuations while developing their Financial Proposal, given that currency fluctuation is not subject to any changes in the unit rates and total contract price.

Participants must consider all costs associated with the activities related to the outputs. Pricing and payments will be against the accepted outputs and not the costs associated with these outputs. Lack of understanding and knowledge will not be considered as waiving the objectives. The Contractor will bear the responsibility for its own logistics and shall arrange experts' travel to and from the site, to and from the meetings/presentations.

I) Duration of Work

- a) The estimated duration of works is maximum 60 calendar days. The expected time of commencement of contract is October 2019;
- b) UNDP will require maximum of 14 (fourteen) days (depending on the implementation stage) to review the deliverables, provide comments, approve or certify acceptance of deliverables;
- c) The timeline of works must be in the form of an Excel spreadsheet/ chart stating the various work items (referring to the technical specifications and the bill of quantities) and the duration of each stage in weeks/ months. This chart shall stipulate clearly the overall and specific duration of the services.

J) Qualifications of the Successful Service Provider at Various Levels

The offers will be evaluated based on their compliance with the general requirements specified below:

- Legal entity with minimum 5 years proven experience in the area of constructions/operations and/or technical design for trolleybus lines;
- Proven technical and human resources for successful implementation of the assignment. Minimal presence of the implementation team consisting of:
 - a. 1 (one) Task Manager – master's degree in transportation and road construction areas, at least 10 years of experience in designing, construction and/or operation of city transportation

services; at least 3 feasibility studies of similar profile and magnitude conducted and/or managed development of technical design for trolleybus lines and/or managed construction of trolleybus lines over the last 10 years;

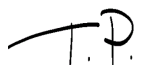
- b. 1 design engineer/executor of contact networks for electrical transportation – corresponding master’s degree and licenses, at least 3 projects of similar profile and magnitude and/or development of technical design for trolleybus lines and/or construction of trolleybus lines executed over last 10 years;
- c. 1 design engineer for electricity supply and lighting networks - corresponding master’s degree and licenses, at least 3 projects of similar profile and magnitude developed and/or experience in developing of technical design in electricity networks for trolleybus lines and/or construction of electricity networks for trolleybus lines executed over the last 10 years;
- d. 1 design engineer for road construction (road infrastructure) - corresponding master’s degree and licenses, at least 3 projects of similar profile and magnitude and/or experience in developing of technical and/or construction or reconstruction of roads executed over the last 10 years;
- e. 1 ecologist, specialized in urban areas’ ecology – corresponding master’s degree; minimum 5 years of previous experience in areas of urban ecology;
- f. 1 cost estimator to estimate the construction-assembling works - corresponding master’s degree and licenses, at least 3 cost estimates developed for construction/reconstruction of electricity and road infrastructure executed over the last 10 years;

In line with EU CBM V Programme confidence building measures principles, the team should include experts from both banks of Nistru River – at least one of the above-listed experts should represent an opposite bank.

FORM FOR SUBMITTING SUPPLIER'S QUOTATION
(This Form must be submitted only using the Supplier's Official Letterhead/Stationery⁴)

We, the undersigned, hereby accept in full the UNDP General Terms and Conditions, and hereby offer to supply the items listed below in conformity with the specification and requirements of UNDP as per RFQ Reference No. RfQ19/01984:

Item No.	Specification of Services	Q-ty	Latest Delivery Date	Unit Price USD	Total Price per Item USD
1.	Deliverables 1: Draft of the Feasibility study report with detailed evaluation of option A of Trolleybus line extension for EU CBM Team review (as per Annex 1 Technical Specifications and Requirements)	1	1,5 month after signing of the contract		
2.	Deliverables 2: Draft of the Feasibility study report with detailed evaluation of option B of Trolleybus line extension for EU CBM Team review (as per Annex 1 Technical Specifications and Requirements)	1	1,5 month after signing of the contract		
3.	Deliverables 3: Final Feasibility study report with detailed evaluation of both options of Trolleybus line extension for EU CBM Team review	1	2 months after signing of the contract		
4.	Deliverables 4: Presentation Feasibility Study Report in front of stakeholders	1	2 months after signing of the contract		
5.	Deliverables 5: Final Feasibility Study Report, incorporating all comments of EU CBM team and major stakeholders in Russian and English Languages.	1	2,5 months after signing of the contract		
	Total Prices of Deliverables				
	Add: Cost of Transportation				
	Add: Other Charges (pls. specify)				
	Total Final and All-Inclusive Price Quotation				



⁴ Official Letterhead/Stationery must indicate contact details – addresses, email, phone and fax numbers – for verification purposes

TABLE 2: Offer to Comply with Other Conditions and Related Requirements

Other Information pertaining to our Quotation are as follows:	Your Responses		
	<i>Yes, we will comply</i>	<i>No, we cannot comply</i>	<i>If you cannot comply, pls. indicate counter proposal</i>
Maximum Delivery period not to exceed <i>2,5 calendar months</i> upon signature of Contract by both parties			
Validity of Quotation <i>90 calendar days</i>			
All Provisions of the UNDP General Terms and Conditions			

All other information that we have not provided automatically implies our full compliance with the requirements, terms and conditions of the RFQ.

[Name and Signature of the Supplier's Authorized Person]

[Designation]

[Date]

T.P.

General Terms and Conditions

[ATTACHED TO THE ANNOUNCEMENT]