



EUROPEAN COMMISSION
DIRECTORATE-GENERAL ENERGY AND TRANSPORT

Brussels, 14/09/2009

INVITATION TO TENDER NO. TREN/B3/110/2009

(open procedure)

Dear Sir/Madam,

1. The European Commission invites tenders for a service contract regarding the following project: **Study on the socio-economic effects and technical details of adapting the rules on the weights and dimensions of heavy commercial vehicles as established within Directive 96/53/EC within Member States national transport as well as in international transport.**

This invitation to tender follows the publication of:

- the contract notice in OJEU 2009/S 176-253030 of 12/09/09
2. If you are interested in this contract, you must submit a tender in **triplicate**, in one of the official languages of the European Union.

Tenders must be:

- (a) **either sent by registered mail or by private courier**

The tender must be sent by registered mail or by private courier, dispatched not later than 30/10/2009 (the postmark or the receipt issued by the courier service serving as proof of the dispatch) to the following address:

By registered mail

European Commission
Directorate-General Energy and Transport
DM 28 - 0/110 - Archives
B-1049 Brussels
Belgium

By private courier

European Commission
Directorate-General Energy and Transport - DM 28 - 0/110
Avenue du Bourget, 1
B-1049 Brussels (Evere)

Belgium

(b) or delivered by hand

Tenders must be delivered by hand at the **Central Mail of the European Commission** by 30/10/2009 **not later than 4 p.m.** (Brussels time), at the following address:

European Commission
Directorate-General Energy and Transport – DM 28 0/110
Avenue du Bourget, 1
B-1140 Brussels (Evere)
Belgium

In this case, a receipt must be obtained as proof of submission, signed and dated by the official in the Commission's central mail department who took delivery. The department is open from 08.00 to 17.00 Monday to Thursday, and from 8.00 to 16.00 on Fridays. It is closed on Saturdays, Sundays and Commission holidays.

3. Tenders must be placed inside two sealed envelopes, one inside the other. **The inner envelope should be marked:**

Call for tenders No. TREN/B3/110/2009
not to be opened by the internal mail department
DM 28 0/110 – Archives

If self-adhesive envelopes are used, they must be sealed with adhesive tape and the sender must sign across this tape.

Non-respect of these instructions may lead to the exclusion of the tenderer.

4. Tenders will be opened at 10.00 a.m on 06/11/2009, at 28 Rue De Mot (Directorate-General Energy and Transport, mail department, ground floor, office 110 1040-Brussels).
This opening session will be public. Each tenderer may be represented by not more than one person. At the end of the opening session, the Chairman of the opening committee will indicate the name of the tenderers and the decision concerning the admissibility of each offer received. The prices mentioned in the bids will not be communicated.
5. The specification, listing all the documents that must be produced in order to tender, including supporting evidence of economic, financial, technical and professional capacity and the draft contract are attached.
6. Tenders must be signed by the tenderer or his duly authorised representative and perfectly legible so that there can be no doubt as to words and figures.
7. Validity period of the tender: six months as from the final date for submission of tenders mentioned under point 2 above.
8. Submission of a tender implies acceptance of all the terms and conditions set out in this invitation to tender, in the specification, in the draft contract and, where applicable, waiver of

the tenderer's own general or specific terms and conditions. The terms and conditions are binding on the tenderer to whom the contract is awarded during the performance of the contract.

9. Contacts between the awarding authority and tenderers are prohibited throughout the procedure except in exceptional circumstances and under the following conditions only:

Before the closing date for submission of tenders

- At the request of the tenderer, the awarding authority may provide additional information solely for the purpose of clarifying the nature of the contract.

Requests for additional information must be sent in writing not later than six calendar days before the closing date for submission of tenders to the following address:

Mr John BERRY
European Commission
DM 24 8/50
B-1049 Brussels
Belgium

Fax (+ 32 2) 29 60421
e-mail: john.berry@ec.europa.eu

- The Commission may, on its own initiative, inform interested parties of any error, inaccuracy, omission or any other material shortcoming in the text of the tender documents.

Further information will be sent simultaneously to all tenderers who have requested the specification in writing, where this is appropriate. Tenderers who have downloaded the documents from the Directorate-General Energy and transport website (DG TREN) are invited to consult this site regularly until the deadline for submission.

After the opening of tenders

If a tender requires clarification, or if there is a need to correct material errors which have occurred in the drafting of the tender, the Commission may take the initiative and contact the tenderer(s). Such contact shall not lead to the conditions of the tender being altered in any way.

10. This invitation to tender is in no way binding on the Commission. A commitment will come about only when a contract with the successful tenderer has been signed.

Until a contract is signed, the awarding authority may decide not to award a contract or to cancel the tendering procedure, without the candidates or tenderers being entitled to claim any compensation. Where appropriate, the decision will be substantiated and brought to the attention of the tenderers.

11. Tenderers will be informed of whether their tenders have been accepted or rejected.
12. The follow-up of your response to the invitation to tender will require the recording and further processing of personal data (i.e. name, address, CV, etc.). This data will be processed in accordance with the requirements of Regulation (CE) 45/2001 on the protection of individuals with regard to the processing of personal data by Community institutions and bodies and on the free movement of such data. Unless if otherwise stated, replies to questions

and personal data requested are necessary for the purpose of assessing your tender (according to the specifications of the invitation to tender) and will only be processed within DG TREN as data controller, for this purpose. You may, upon request, have your personal data sent to you and rectify any inaccurate or incomplete particulars. Should you have any queries concerning the processing of your personal data, please address them to the entity acting as data controller within DG TREN. As regards the processing of your personal data, you have the right to bring the matter before the European Data Protection Supervisor at any time.

13. You are informed that for the purposes of safeguarding the financial interest of the Communities, your personal data may be transferred to internal audit services, to the European Court of Auditors, to the Financial Irregularities Panel and/or to the European Anti-Fraud Office (OLAF).

Data of economic operators which are in one of the situations referred to in Articles 93, 94, 96(1)(b) and 96(2)(a) of the Financial Regulation may be included in a central database and communicated to the designated persons of the Commission, other institutions, agencies, authorities and bodies mentioned in Article 95(1) and (2) of the Financial Regulation. This refers as well to the persons with powers of representation, decision making or control over the said economic operators. Any party entered into the database has the right to be informed of the data concerning it, up on request to the accounting officer of the Commission.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'JSCH', with a long horizontal flourish extending to the right.

Jonathan SCHEELE
Director

TENDER SPECIFICATIONS
ATTACHED TO THE INVITATION TO TENDER

Invitation to tender No. TREN/B3/110/2009 concerning the: Study on the socio-economic effects and technical details of adapting the rules on the weights and dimensions of heavy commercial vehicles as established within Directive 96/53/EC within Member States national transport as well as in international transport.

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I. SPECIFICATIONS

TASK SPECIFICATION

Study on the socio-economic effects and technical details of adapting the rules on the weights and dimensions of heavy commercial vehicles as established within Directive 96/53/EC within Member States national transport as well as in international transport.

I.I Introduction

Background

The mid-term review of the 2001 White Paper stresses the key role of freight transport logistics in ensuring sustainable and competitive mobility in Europe. It is one of the drivers of European competitiveness and thus a prime contributor to the renewed Lisbon agenda on growth and jobs, especially important as businesses emerge from the current recession.

In this context, the concept of co-modality requires a search for optimal efficiency in all transport modes and it was for this reason that the Logistics Action Plan, which identifies a range of activities to improve the performance of the logistics industry while stimulating an evolution towards co-modality and greener operations, includes a review of the legislation governing heavy commercial vehicles as established within Directive 96/53/EC.

The debate on the possible revision of Directive 96/53/EC is a very sensitive one and is being discussed very emotionally between interest groups, but is also being followed with great concern by the public. The Commission needs to fully understand the economic implications of bigger and heavier vehicles, the impact on the transport sector and its different modes. The Commission needs to appreciate the technical implications for infrastructure, road safety and the environment of any alternative options that might be chosen.

Directive 96/53/EC sets out the maximum allowable vehicle and loading dimensions in national and international road transport in the EU. However, while the Directive attempts to harmonise across the EU the maximum dimensions of road vehicles and sets agreed levels for weights that would permit free circulation throughout the EU, it permits different national rules on the maximum weights and maximum vehicle height. Also, Member States may deviate from the maximum length limitations in national transport in certain pre authorised circumstances, the 'modular concept' being the most relevant example.

Member States deviate from the maxima set in the Directive so as to enhance the efficiency of their road freight transport and hence, there is considerable experience within the EU of the effect of allowing higher weight and dimensional limits. Also, various industrial sectors have argued for an easement in the weights and dimension restrictions to accommodate more efficient loading (i.e. more pallets or passenger cars), to carry more volume under existing weight limits or to carry a heavier payload in international as well as national transport.

To help DG TREN assess the implications of changing the Directive a socio-economic study was commissioned on the effect of adapting the rules on the weights and dimensions of heavy commercial vehicles as established within Directive 96/53/EC regarding their ability to match the needs of advanced logistics and sustainable mobility (TREN/G3/318/18/2007).

The study was conducted by a consortium led by T&M Leuven and gave an overall conclusion in favour of certain increases in size and weight. However, the study did not fully assess the technical detail of how any change could be effected without causing undue risk to road safety and infrastructure damage. Nor did it take account of the potential for energy efficiency gains through aerodynamic improvements. While the study did take account of the economic effect of increasing the length of trailers or semi-trailers there was no specific analysis on the potential for carrying loads outside the size envelope of the vehicle, for car transportation in particular. Specialist refrigerated transport has argued for a slight increase in semi-trailer length and height to improve air circulation without sacrificing carrying capacity and this also needs to be assessed. The study did assess the effect of increasing gross vehicle weights on the infrastructure and came to certain conclusions that related the expected road wear and tear of heavier vehicle combinations to the existing fleet. It supported the view for the maintenance of existing axle weights, the extra gross weight being achieved by spreading the load across more axles. Similarly for bridges, the relative damage factor of various weight and length combinations were assessed. However, the study did not provide the detail necessary to support an adaptation of the Directive's technical annex. Similarly, mention was made of the relative stability of various vehicle combinations without there being a definitive recommendation for particular combination types.

It was not possible for the T&M Leuven study to make more than one run of the TRANSTOOL model used to examine the economic consequences of a change in vehicle limits, hence its econometric assessment was based on a limited set of parameters. For instance, the study had to make the assumption that rail transport was one market and not segmented into bulk, single wagon load and intermodal (combined) transport. Only one average price elasticity was employed. This limits the confidence that can be placed in the analysis, especially in respect of modal shift and induced demand for road haulage. The results obtained suggested the effect of longer and heavier vehicles (LHVs) on modal shift from rail, inland waterways or short sea shipping to road would be small as would the effect of inducing new demand for road haulage as a result of increased productivity and therefore lower prices for haulage. These factors were therefore seen as only slightly undermining the advantages of LHVs in reducing the number of truck trips (by year 2020) required to accommodate growth compared with a 'business as usual' scenario. As a consequence, the T&M Leuven study's conclusions have been contested by several Member States and by the rail industry.

The purpose of this tender is to invite consortia to apply to undertake work on two linked studies.

The first study will address the economic issues that have yet to be analysed, such as the effect on different regions, especially those that are served intensively by multi-modal transport, different segments of the freight transport market and the impact of changing fuel costs on the analysis, as well as the dynamic effects of greater efficiency in road transport. For this a peer group review will be undertaken prior to the contract's commencement and include all those who have conducted studies in the field and have been included in the debate, so as to agree on common economic parameters for this new study. Those parameters, including elasticities of supply and demand and especially relating to modal shift to road from rail, inland waterways, Short Sea Shipping and port hinterland infrastructure and the expected utilisation of LHVs in both short and long distance freight transport will be determined. The peer group will meet with the consortium after selection, at the beginning of their work and discuss key parameters for modeling work and shall assist in the review of the inception report.

This study will also assess the effect on the environment, especially on CO₂ emissions. The study needs to fully appreciate the effects of adverse modal shift to road brought about by the use of more efficient heavy goods vehicles.

The second study will focus on technical aspects, not only those relating to the use of the 'modular concept' but also those related to all the other relatively minor adjustments proposed by the business sectors that have expressed an opinion.

Since publication of the T&ML study, DG TREN has initiated several studies by the Commission's Joint Research Centre in Seville (JRC), examining in particular the sensitivity of the T&ML econometric modeling to changes in some of the key parameters. These provide important input to the new studies. Also, the stakeholder's workshop that was held on 24th June (web-site details http://ec.europa.eu/transport/road/events/index_en.htm.) has been instrumental in helping DG TREN to develop the terms of reference for these studies.

Stakeholder Positions as presented at the DG TREN Workshop on 24th June 2009

The JRC's work reassessed all the major studies, especially those done by T&ML, by BAST, by Fraunhofer for the CER and by the UK's TRL. In comparison with the T&ML study, the economic parameters including elasticities of demand and modal shift as well as the assumed utility of longer and Heavier Vehicles were revised downwards and hence the overall social benefit was significantly reduced. JRC recognised that the effect would be uneven across MSs, regions and for different sectors. Nevertheless, JRC's main conclusion is that the 'modular concept' would be beneficial for the EU economy and, under certain conditions, yet to be defined, beneficial to the environment and society as a whole. They concluded that the more the 'modular concept' is used then the better the societal benefit.

A common position by the shippers, movers and freight forwarders is in favour of cross border trials between Member States who already operate the 'modular concept'. This line is also supported by the ACEA. The joint position that CLECAT represented at the workshop was not necessarily arguing for a change of the Directive, but for an interpretation that allowed the use of the 'modular concept' between adjacent consenting Member States. The IRU argued that the EU needed to gain much more experience through tests before deciding on any significant amendments to the Directive. Indeed, the European Shippers Council (ESC) summarises the benefits of the use of longer and heavier vehicles, in particular the wider use of the 'modular concept' as:

- significantly helping accommodate the growth of needed road transport volume
- increasing efficiency over existing road freight operations
- providing additional loading capacity and fewer trips and subsequently reduced fuel consumption for the same amount of goods (per tonne-kilometre)
- the modular combinations will provide more opportunities for combined transport (combined use of rail and road) solutions
- helping to reduce road congestion, emissions, noise, and road accidents

And these benefits are based on the assumption, supported by T&ML and JRC studies that LHVs reduce the number of road trips compared with what a business as usual scenario would deliver and that these fewer trips more than compensate for any adverse effect that the single vehicle would produce e.g. by way of the fact that a 60 tonne modular concept would emit more CO₂ than a conventional 40 tonne combination but as there would be fewer transport trips to carry the same load then overall fuel consumption and CO₂ emissions is reduced, same argument for the other externalities of road safety and congestion.

On the other hand, work done by Fraunhofer contends that, whereas certain regions of Europe may well benefit from use of the 'modular concept', as is currently the case in Sweden and Finland, extending its use to the rest of the EU, in particular to regions that are currently best served by rail freight operations, especially combined transport operations, would undermine those operations, render them uneconomic and also prejudice the business case for any further investment. The

Fraunhofer study suggests that, whereas there may well be a short term gain in CO2 emission through introducing the 'modular concept', this advantage is nullified in the medium term as freight shifts from rail to road and in the longer term the effect would be to undermine any land based alternative to road and thus both truck use and CO2 emissions would increase. This line is supported by the CER, the UIRR, the German and Austrian Federal Ministries and Freight on Rail; it was also central to the position taken by ADAC, T&E and the FIA. Freight on Rail has been highly critical of the Commission's approach and of both the T&ML and JRC studies and comments that the wider use of the 'modular concept' would result in regional distribution centres moving further apart, generating additional traffic.

ASECAP (toll motorway operators) argue that the road network was built to accommodate the 40 tonne two-vehicle combination and that if there is to be 60 tonne, 25+m long combinations then this will be costly for road development and maintenance—and that cost needs to be quantified and a mechanism for recovery agreed before sanctioning use. One example was with the higher kinetic energy associated with the use of a 60 tonne 'modular concept'. This, it was argued, would lead to significant infrastructure costs, not least because of the inadequacy of crash barriers to support the 60 tonne truck travelling at its top regulated speed of 90km/hr (although it should be noted that modular vehicles braking performance is significantly better than standard articulated vehicles because of the additional brake axles with which modular vehicles are equipped. ASECAP's position paper was cited in the positions taken by DE, A, FIA, UIRR and ADAC. However, ADAC did support longer semi-trailer combinations (as with the Kögel concept that is 1.3m longer than is the standard of the Directive). Indeed, ASECAP invites all the parties involved to re-examine every aspect related to the introduction of the 'modular concept' on European roads and consider under which conditions the structural capacity of the infrastructure network can accept such vehicles.

The debate has mainly focussed on extending the use of the 'modular concept'. However, refrigerated goods transport represented by Transfrigoroute, the chemical industry represented by CEFIC as well as other bulk goods transport such as oil, steel, building, paper, wood, food etc, are handling and transporting heavy goods. For such goods the industrial sectors want an increase in the current payload rather than changes in the dimensions of the transport unit. The ECG, representing car transportation, favours either adaptation of the Directive or an interpretation that would allow greater flexibility with two-vehicle combinations. For Transfrigoroute, although in favour of the 'modular concept' they also argue that tighter hygiene standards necessitate that refrigerated goods are immersed in a free flow air stream and for that they require some 20 cms increase in length and 5 cms in height so as to enable them to carry the same number of pallets as before. CEFIC argue the case for higher axle and gross weight limits for standard two-vehicle combinations — 44 tonnes on five axles with 50 tonnes for Combined Transport operation. This line is also supported by the ESC. Other organisations argue for a weight increase to 44 tonnes on five axles and 48 tonnes on six for general freight. The car transporters, while also supporting the 'modular concept', mainly argue for an interpretation of the Directive that would allow for the top level of the car transporter to be extended when loaded by two meters to allow for the front and rear car to overhang—this is already allowable in several Member States but not in others. They also argue for a slight height and width increase as well as a clearer interpretation on the module sizes. And finally, they are for performance based standards that would not limit the length of trailers as long as the maximum overall length of the vehicle and the safety rules are respected. The UK would not accept the 'modular concept' on their territory but would support adaptation to the Directive to enable longer (by 2m) semi-trailers and a wider top-deck for car transporters (because of concerns for the safety of workers loading what are now wider cars than were envisaged at the time of the Directive's development). Trials are underway in several Member States with longer semi-trailers, the Kögel Maxx being just one example.

I.2 PURPOSE OF THE CONTRACT

DG TREN B3 is seeking external expertise to present recommendations as to whether the Commission should support the adaptation of Directive 96/53. If so, then recommendations are needed on whether any adaptation regarding larger or heavier vehicle configurations should be supported by imposed restrictions on their use (e.g. restricted to designated routes), the driver's qualifications and aptitude and the vehicle's particular technical standards and maximum weight.

The study will also provide quantitative and qualitative data to help the Commission carry out its impact assessment on any proposed adaptation and in doing so, the contractor shall follow the analytical steps set out in Part III of the Impact Assessment Guidelines (see: ww.ec.europa.eu/governance/impact/docs_en.htm).

The current legislative situation

Under the current rules governing the maximum size and weight of heavy commercial vehicles, the limitations are set at 40 tonnes for the weight and 16.5m or 18.75 m for the length of two-vehicle combinations (tractor/semi-trailer or truck-trailer), except for combined transport operations where 44 tonnes is allowed provided the load is a 40ft ISO container. Several countries including France, Germany and Spain set their national weight limit at 40 tonnes while others allow 44 tonnes for all transport on their territory while a number of other countries allow up to 50 tons and Sweden and Finland allow the 60 tonnes 'modular concept'. Maximum axle loads also vary with northern MSs favouring lower maximum axle loads; particularly drive axle loads and southern MSs higher loads. This is generally because of the relative flexibility of the road pavement in warmer southern regions compared with the north. Hence, the effect on the road pavement of heavier axle loading should not be seen as a constant throughout the EU.

Modular concept vehicles 25.25m long and up to 60 tonnes gross weight are used in Finland and Sweden and are being trialed in the Netherlands, Denmark with trials imminent for France and Belgium.

What the new studies need to achieve

While the studies described above have assessed the effects and quantified the merits of increasing the size and weight of road freight commercial vehicles, it is now realised that more detailed work is needed before DG TREN should attempt to develop a change to the directive. A limitation of the studies conducted to date is that they were undertaken at, or based on, a national level. No study has yet established the baseline for a European assessment based on a common set of scenarios. This more detailed European study should include:

- A revised economic assessment of the effect of LHVs in helping to meet projected transport demand and their effect on demand stimulation as well as modal shift from rail, IWW and SSS. The work will build on what has been done to date taking full account of the various economic studies that were presented or referred to in the workshop of 24th June (see web site) and/or are referred to by the T&ML and/or JRC reports.
- Establishing which combination of axles, suspensions, tyres and their loads that can deliver higher weights without adversely affecting the road pavement and bridges and, where there is adverse effects, qualifying and quantifying them;
- Establishing driver and operator safety performance criteria;
- Comparison of the safety characteristics of standard LHVs and existing workhorse vehicles in terms of braking distances, stability etc.

- An assessment of technology available to reduce the safety risk inherent in the operation of longer vehicles (enhanced driver visibility, improved route guidance, stability control etc);
- Establishing the benefit of enhanced aerodynamics to both the vehicle's trailer and motor unit;
- Addressing the overhang issue, particularly so for car transportation;
- Assessing optimum semi-trailer and trailer length for refrigerated, car and container transport;
- Assessing how combined transport operations can be supported through weight or size benefits such as increasing the gross weight to 50 tonnes (as recommended by CEFIC and the ESC), linking longer semi-trailers, perhaps the Kögel type system or the 'modular concept' to 'first-mile/last mile' combined transport/Intermodal operation;
- Assessing how, and which, infrastructure can be adapted to better manage LHVs especially with regard to metering and monitoring their use on sensitive infrastructures such as bridges and tunnels.
- Determine the ability to prevent inappropriate access to a non-designated route and examine strategies for addressing errant vehicles.

This work should be done in two studies that can be launched this year with results in the third quarter of next year. Such additional work together with the current study and further consideration of the analysis done by other organisations, not least the rail operators, will enable a comprehensive impact assessment to be developed that will fully support any change in the Directive.

Economic study

A key aspect of the T&ML study was the parameters chosen, in particular the price elasticity of demand. The study chose a figure of -0.416 based on the TRANSTOOLS model which has been criticised as being more relevant for modest price variations and short term effects and understates the dynamic of mid to long term effect on modal shift from other transport modes, rail in particular. Other, higher numerical elasticities (of at least -0.8, and as high as -2) have been proposed that may better be representative of different regions or commodities.

Also, the T&ML study did not take into account that certain rail markets would suffer little from increased competition with road, while others would be severely affected. This new study should look at the effect on different goods, segmented according to types including single wagon, block train, and combined transport; volume critical goods and weight critical goods; and different distances, in particular more/less than 250km.

Furthermore, as the modal share of rail freight in MSs differs between 3% and more than 30%, the impact of LHVs would vary widely in different member states. A modelling approach should be adopted which allows the results of the study to be differentiated according to the respective situations in separate member states.

Dynamic effects need to be incorporated in the economic assessment of changes in road vehicle productivity, both with respect to generating additional demand for road freight as a result of reducing the cost of transport and long term impact on rail markets. In many EU states, rail freight is charged only the marginal costs of using rail infrastructure. In some new Member States freight makes a larger contribution to covering the fixed costs of the railway, including for carrying passengers. In these countries, loss of freight traffic will affect the financial viability of passenger rail too.

Analysis needs to take full account of likely growth projections for all freight transport modes, with and without the introduction of longer and heavier vehicles. Indeed, analysis should be done in comparison with a 'business as usual' scenario that envisages no change to the Directive or trials that extend the use of modular concept vehicles into cross-border transport. This 'business as usual' scenario will take account of likely growth estimates for all modes, likely fuel prices and their effect on demand, the push by shippers to cut their carbon footprint (DHL and Procter & Gamble both have stated their plans to cut CO2 emissions by 30% by 2020). The draft French environment law¹ foresees mandatory reporting by public companies by 2011, and the UK "Climate change bill" may require reporting by 2012. So far, little has yet been done at EU level to encourage and harmonise carbon accounting, reporting and labelling, although the Council mandated the Commission in late 2008 to explore options. Labelling and general carbon footprint recognition will affect decisions by shippers as to the chosen modes—hence the study need to factor in this possible dynamic.

The Technical Study

Technological advances in truck safety, environmental performance including fuel efficiency and infrastructure protection, especially through ITS, have created opportunities that were not foreseen at the time of the Directive's inception. Those technical advances that could alleviate some of the risks of longer and heavier vehicles include better brakes, stability control, better mirrors and cameras, intelligent transport systems allowing for systematic monitoring and control, including weigh-in-motion, digital maps and dynamic route guidance showing 'safe' routes, steering axles as well as aerodynamics to improve fuel efficiency and reduce CO2 emissions.

From a technical perspective, the major challenges for determining the acceptance or otherwise of introducing such vehicles are probably the impact and effect on the road network and its infrastructure, and the impact on other road users. This study will address these issues.

There are a variety of technologies available today or under development that can have a significant impact on the transport of goods by heavy vehicles. Infrastructure technologies and network impacts that shall be assessed will include:

- How new and emerging technologies for bridges, tunnels and other structures could assist in the prevention of adverse effects and where there are limitations, mitigate their effects.
- How design standards for interchanges and junctions in different countries and for different classes of road (and including traffic management) might be appropriate for vehicles of the sizes being considered.
- How modern road pavements designed for different purposes, ie low-noise, rut resistance, different meteorological conditions and with different materials will be affected by the different types of vehicles proposed.

On-vehicle technologies that shall be assessed will include:

- Roll Stability Control (RSC) systems: active systems that automatically intervene if a high rollover risk is detected due to excessive speed in a curve.
- Electronic Stability Control (ESC) systems: active systems that automatically intervene when there is either a high risk of rollover or yaw instability.

¹ Following the "Grenelle de l'environnement in 2007"

- Lane Departure Warning Systems (LDWS) are forward-looking, vision-based systems that use algorithms to interpret video images to estimate vehicle state (lateral position, lateral velocity, heading, etc.) and roadway alignment (lane width, road curvature, etc.).
- Forward Collision Warning Systems (FCWS) are in-vehicle electronic systems that monitor the roadway in front of the vehicle and warn a driver when a potential collision risk exists if another vehicle or object is in its lane.
- Tyre pressure monitoring systems that automatically detect and relay tyre air pressure information with sensors attached to the tyre, wheel, or valve stem.
- Wireless mobile communications tracking systems that use satellite-tracking Global Positioning System (GPS) technology for vehicle location information, as well as satellite and/or cellular communications technologies for two-way communication.
- Advanced side and rearward visibility systems that consist of cameras and video monitors to aid drivers in viewing other vehicles and objects around their vehicles beyond what can be seen in conventional mirrors.
- Weigh-in-motion systems
- The list is far from exhaustive.

The study will examine three aspects of the uptake of these and other safety technologies. First, the extent to which they can compensate for any inherent performance deficits of LHVs compared to conventional heavy vehicles. Secondly, the extent to which LHVs are inherently safer than their current workhorse equivalents (for example because they have to incorporate more axles). And thirdly, the extent to which the additional costs of new technologies could be compensated for by the increased productivity of LHVs.

Of course LHVs fitted with all the above mentioned devices will also have to be compared with a "business as usual" scenario where the current workhorse equivalents are also equipped with the same appliances, in order to evaluate the net gains or losses (in terms of stability, capability to break, road safety etc.) which could be expected by the introduction of LHVs.

Infrastructure technologies

Already, research by the road authorities is planned to include infrastructure dedicated to road freight transport that could allow roads, bridges and tunnels to be optimised for particular types of vehicles reducing infrastructure maintenance and environmental impact. The innovative developments in infrastructure are to include a focus on dynamic and flexible lane/road management for the purpose of heavy vehicle goods transport. This work will include the concepts of dedicated transport corridors that will be designed, maintained and operated from the perspective of green and efficient heavy vehicle. This will include infrastructure technologies appropriate for longer, heavier and platooned vehicle and road train combinations. Development of network level systems will support the transit of larger goods vehicles, including those of 60 tonnes or more. This research will consider the issues of bridges, tunnels, steep gradients and congested or environmentally sensitive areas and provide technologies for increasing the durability and safety of the network and its components.

New tools and models for the efficient asset management of both overall network and individual sections will be developed to improve overall lifecycle costs. Appropriate road classifications for

the efficient operation of modular concept vehicles and road train combinations will be developed. Systems for platooning trucks in dedicated lanes will be investigated.

The study team needs to be aware of the timescale of these developments and what in the interim can be established to facilitate the use of LHVs. An example could be with regard to bridge clearance, parapets as well as road crash barriers. The potential needs establishing for ITS to warn drivers of the appropriate speed with speed cameras as enforcement and/or metering systems that only allow a set number of LHVs on a vulnerable infrastructure at any one time.

The team will need to be fully aware of the research on the effects of new types of tractor-trailer combinations on the infrastructure, traffic flow and road safety assigned by the German Federal Ministry of Transport, Building and Urban Affairs (BMVBS) and completed by BAST in November 2006. Also, on the on-going work done by the Joint Transport Research Centre of the OECD and the International Transport Forum Working Group on Heavy Vehicles: Regulatory, Operational and Productivity Improvements, by TRL on behalf on the UK DfT, by the OECD project DIVINE and the latest work on Weigh-in-Motion (WIM) systems. The emerging work for Commission's DG ENV titled "EU Transport GHG: Routes to 2050" should also be assessed as should the work done under the FP7 FREIGHTVISION project. Again, the list is far from exhaustive.

Study Results

The following shall be determined and costed:

- What is the actual risk (and not only the perception of risk) of larger vehicle combinations for traffic safety?
- What types of interventions should be implemented to improve the safety of longer heavy-duty vehicles?
- How and to what extent can new technology and better targeted driver training improve heavy vehicle safety?
- Is it possible to allow longer and heavier vehicles without increasing the negative impacts on the pavements?
- How can negative impacts of longer and heavier vehicles on bridges be avoided or minimised?
- What are the side effects and disadvantages of new technology?

All this needs to be assessed and the specific technical parameters regarding axle configurations and 'module' combinations established. The studies already done give an overall impression as to the benefits and costs of certain general increases in utility but could not go into detail as to whether, for instance, the 'modular concept' three vehicle combination was preferable throughout the EU as opposed to an increased length tractor, semi-trailer two-vehicle combination.

The task of the contractors will be to:

- (1) Review available, relevant literature, including the various and varied position statements by the key stakeholders
- (2) Produce one study that will be an economic and environmental assessment of the effect of Longer and heavier vehicles both regarding their capacity to help meet

expected transport demand and with regard to their effect on transport growth and adverse modal shift (from rail, IWW and SSS)

- (3) Produce a second study that shall assess the technical parameters necessary to support any policy change with regard to road safety, aerodynamic improvements and infrastructure damage limitation and recommend specific measures that should accompany any change to Directive 96/53/EC.

I.3 REPORTS AND DOCUMENTS TO PRODUCE - TIMETABLE TO OBSERVE

A kick-off meeting will take place in Brussels within 30 days following the signature of the contract that will review the methodological issues and summarise the results of existing and relevant studies.

The Contractor will consult with DG TREN B3 every month in order to report on progress of the study and ensure a common understanding of that process.

The contractor will present two sets of reports, each will require:

- 1) an inception report outlining the problem to be analysed, the objectives of the initiative, the policy options to be assessed and the key stakeholders affected. The report will list all the reports and papers that are to be considered in the study. For the economic study it will set out the key parameters to be used in the modelling. This report shall be submitted within 2 months.
- 2) an intermediate report that details the technical provisions considered and summarises the results and conclusions together with the criterion used by the various economic evaluations that have been made. The intermediate report shall be submitted within 6 months.
- 3) A single consolidated final report that will include (in addition to the above elements), the results of the evaluation giving clear recommendations together with proposed adaptations to the text of Directive 96/53/EC, including its technical annexes. The draft final report shall be submitted within 10 months after signature of the contract.

Final reports that will take into account the Commission's comments and requests.

- 4) All deliverables should be submitted in English, in three copies, together with electronic format.
- 5) Report format and publication:
5 copies of the reports shall be supplied in paper form and one copy in electronic form, either in MS Word or in HTML format.

The Commission may publish the results of the study. For this purpose, the tenderer must ensure that the study is not subject to any restrictions deriving from intellectual property rights of third parties. Should he intend to use data in the study, which cannot be published, this must be explicitly mentioned in the offer.

I.4 DURATION OF THE TASKS

The maximum duration of the contract is **12 months**.

I.5 PLACE OF PERFORMANCE

The work shall start from the signature of the contract. Shortly after the signature of the contract a **kick-off meeting** will be held in Brussels in order to settle all the details of the study to be

undertaken. The contractor will submit a detailed project plan to be discussed at the kick-off meeting. The contractor will have to take fully into consideration any suggestion made by the Commission.

I.6 ESTIMATE OF THE AMOUNT OF WORK INVOLVED

It is estimated that the contract will involve up to 300 man-days effort.

Within thirty days after the submission of this draft final report the Commission will provide the contractor with its comments on the draft final report and will agree with the contractor upon the date of a meeting in Brussels in order to discuss the Commission's comments

Unless otherwise agreed, the contractor will submit the final version of the report, which shall fully reflect the Commission's comments, at the latest thirty days after this meeting.

II. TERMS OF CONTRACT

In drawing up his offer, the tenderer should bear in mind the provisions of the draft contract attached to this invitation to tender (Annex 5). Any limitation, amendment or denial of the terms of contract will lead to automatic exclusion from the procurement procedure.

The Commission may, before the contract is signed, either abandon the procurement procedure or cancel the award procedure without the tenderers being entitled to claim any compensation.

II.1. Terms of payment

Payments shall be made in accordance with the provisions specified in Annex 5, the draft service contract

II.2. Financial guarantees

Guarantee on pre-financing

For any pre-financing higher than 100,000 EUR, a financial guarantee equivalent to the amount of the pre-financing will be requested.

Depending on the financial situation of the tenderer, the Commission may ask for the financial guarantee for amounts lower than 100,000 EUR.

II.3. Subcontracting

If the tenderer intends to subcontract part of the service, he shall indicate in his offer which part will be subcontracted and to what extent (% of the total contract value).

Tenderers must inform the subcontractor(s) that Article II.17 of the contract (Annex 5) will be applied to them. Once the contract has been signed, Article II.13 of the above-mentioned contract shall govern the subcontracting.

II.4. Legal form to be taken by the grouping of service providers to whom the contract is awarded (if applicable)

Groupings, irrespective of their legal form, may submit bids. Tenderers may, after forming a grouping, submit a joint bid on condition that it complies with the rules of competition. Such groupings (or consortium) must specify the company or person heading the project and must also submit a copy of the document authorising this company or person to submit a bid. If awarded, the contract will be signed by the company of the person heading the project, who will be, vis à vis the Commission, the only contracting party responsible for the performance of this contract. Tenders from a consortium of firms or groups of service providers, contractors or suppliers must specify the role, qualifications and experience of each member of the consortium or group. Each member must provide all the necessary documents for assessing the bid as a whole with regard to the exclusion criteria, selection criteria (all of them) and award criteria.

III. FORM AND CONTENT OF THE TENDER

III.1. General

Tenders must be written in **one of the official languages** of the European Union.

Tenders must be clear and concise, with continuous page numbering, and assembled in a coherent fashion (e.g. bound or stapled, etc...). Since tenderers will be judged on the content of their written bids, they must make it clear that they are able to meet the requirements of the specifications.

III.2. Structure of the tender

All tenders must include three sections i.e. an administrative, a technical and a financial proposal.

III.2.1. Section One: administrative proposal

This section must provide the following information, set out in the standard identification forms attached to these tender specifications (Annexes 1, 2 and 3):

- Tenderers' identification (Annex 1)
 - All tenderers must provide proof of **registration**, as prescribed in their country of establishment, on one of the **professional or trade registers** or provide a declaration or certificate.
 - If the tenderer is a natural person, he/she must provide a copy of the identity card/passport or driving licence and proof that he/she is covered by a social security scheme as a self-employed person.

Each tenderer (including subcontractor(s) or any member of a consortium or grouping) must complete and sign the identification forms in Annex 1 and also provide above-mentioned documents. However, the subcontractor(s) shall not be required to fill in or provide those documents when the services represent less than 20% of the contract.

- Financial identification (Annex 2)

The **bank identification form** must be filled in and signed by an authorised representative of the tenderer and his/her banker. A standard form is attached in Annex 2 and a specific form for each Member State is available at the following Internet address:

http://ec.europa.eu/budget/execution/ftiers_en.htm

In the case of a grouping, this form must only be provided by the person heading the project.

- Legal entities (Annex 3)

The legal entity form in Annex 3 must be filled in and should be accompanied by a number of supporting documents, available on the Web site:

http://ec.europa.eu/budget/execution/legal_entities_en.htm

In the case of a grouping, this form must only be provided by the person heading the project.

The Commission reserves the right, however, to request additional evidence in relation to the bid submitted for evaluation or verification purposes within a time-limit stipulated in its request.

III.2.2. Section Two: Technical proposal

This section is of great importance in the assessment of the bids, the award of the contract and the future execution of any resulting contract.

Some guidelines are given below, but attention is also drawn to the award criteria, which define those parts of the technical proposal to which the tenderers should pay particular attention. The technical proposal should address all matters laid down in the specifications and should include models, examples and technical solutions to problems raised in the specifications. The level of detail of the tender will be extremely important for the evaluation of the tender. Tenderers must present in their bids a proposal on the methodology and the organisation of the work to carry out in the framework of the study.

The technical proposal must provide all the information needed for the purpose of awarding the contract.

III.2.3. Section Three: Financial proposal

All tenders must contain a financial proposal. The tenderer's attention is drawn to the following points:

- Prices must be quoted in **euros**, including the countries which are not in the euro-area. As far as the tenderers of those countries are concerned, they cannot change the amount of the bid because of the evolution of the exchange rate. The tenderers choose the exchange rate and assume all risks or opportunities relating to the rate fluctuation.
- Prices must be fixed amounts [and include all expenses, such as travel expenses and daily allowances].
- **Prices should be quoted free of all duties, taxes and other charges, i.e. also free of VAT**, as the Communities are exempt from such charges in the EU under Articles 3 and 4 of the Protocol on the Privileges and Immunities of the European Communities of 8 April 1965 (OJ L 152 of 13 July 1967). Exemption is granted to the Commission by the governments of the Member States, either through refunds upon presentation of documentary evidence or by direct exemption. For those countries where national legislation provides an exemption by means of a reimbursement, the amount of VAT is to be shown separately. In case of doubt about the applicable VAT system, it is the tenderer's responsibility to contact his or her national authorities to clarify the way in which the European Community is exempt from VAT;

- **Prices shall be** fixed and not subject to revision during the performance of the contract;
- For each category of staff involved in the project, the tenderer must specify:
 - the total labour costs;
 - **the daily rates** and **total number of days** (man/days) each member of staff will contribute to the project;
 - other categories of costs, indicating the nature of the cost, the total amount, the unit price and the quantity.

Bids involving more than one service provider (consortium) must specify the amounts indicated above for each provider.

IV. ASSESSMENT AND AWARD OF THE CONTRACT

The assessment will be based on each tenderer's bid.

All the information will be assessed in the light of the criteria set out in these specifications. The procedure for the award of the contract, which will concern only admissible bids, will be carried out in three successive stages.

The aim of each of these stages is:

- 1) to check on the basis of the exclusion criteria, whether tenderers can take part in the tendering procedure;
- 2) to check on the basis of the selection criteria, the technical and professional capacity and economic and financial capacity of each tenderer;
- 3) to assess on the basis of the award criteria each bid which has passed the exclusion and selection stages.

IV.1. Exclusion criteria (exclusion of tenderers)

IV.1.1. Exclusion criteria (Article 93 Financial Regulation²)

1. To be eligible for participating in this contract award procedure, tenderers must not be in any of the following situations:

- (a) they are bankrupt or being wound up, are having their affairs administered by the courts, have entered into an arrangement with creditors, have suspended business activities, are the subject of proceedings concerning those matters, or are in any analogous situation arising from a similar procedure provided for in national legislation or regulations;
- (b) they have been convicted of an offence concerning their professional conduct by a judgement which has the force of res judicata;
- (c) they have been guilty of grave professional misconduct proven by any means which the contracting authority can justify;
- (d) they have not fulfilled obligations relating to the payment of social security contributions or the payment of taxes in accordance with the legal provisions of the country in which they are established or with those of the country of the contracting authority or those of the country where the contract is to be performed;
- (e) they have been the subject of a judgement which has the force of res judicata for fraud, corruption, involvement in a criminal organisation or any other illegal activity detrimental to the Communities' financial interests;
- (f) they are currently subject to an administrative penalty referred to in Article 96(1) of the Financial Regulation³ for being guilty of misrepresentation in supplying the

² Council Regulation (EC, Euratom) No 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities (OJ L 248 of 16.9.2002)

information required by the contracting authority as a condition of participation in a contract procurement procedure or by the authorising officer as a condition of participation in a grant award procedure, for failing to supply this information or for having been declared to be in serious breach of their obligations under contracts or grants covered by the Community budget.

2. The cases referred to in point IV.1.1. e) above shall be the following:
- a) cases of fraud as referred to in Article 1 of the Convention on the protection of the European Communities' financial interests established by the Council Act of 26 July 1995 (OJ/C 316 of 27.11.1995, p. 48);
 - b) cases of corruption as referred to in Article 3 of the Convention on the fight against corruption involving officials of the European Communities or officials of Member States of the European Union, established by the Council Act of 26 May 1997 (OJ/C 195 of 25.6.1997, p. 1);
 - c) cases of involvement in a criminal organisation, as defined in Article 2(1) of Joint Action 98/733/JHA of the Council (OJ/L 315 of 29.12.1998, p. 1);
 - d) cases of money laundering as defined in Article 1 of Council Directive 91/308/EEC (OJ/L 166 of 28.6.1991, p.77).

IV.1.2. Other cases of exclusion (Article 94 Financial Regulation)

Contracts will not be awarded to tenderers who, during the procurement procedure:

- a) **are subject to a conflict of interest;**

Tenderers must declare:

- that they do not have any conflict of interest in connection with the contract; a conflict of interest could arise in particular as a result of economic interests, political or national affinities, family or emotional ties, or any other relevant connection or shared interest;
- that they will inform the contracting authority, without delay, of any situation constituting a conflict of interest or which could give rise to a conflict of interest;
- that they have not made and will not make any offer of any type whatsoever from which an advantage can be derived under the contract;
- that they have not granted and will not grant, have not sought and will not seek, have not attempted and will not attempt to obtain, and have not accepted and will not accept, any advantage, financial or in kind, to or from any party whatsoever, constituting an illegal practice or involving corruption, either directly or indirectly, as an incentive or reward relating to the award of the contract.

The Commission reserves the right to check the above information.

- b) **are guilty of misrepresentation** in supplying the information required by the contracting authority as a condition of participation in the contract procedure or fail to supply this information.

³ Council Regulation (EC, Euratom) n° 1605/2002 of 25 June 2002 on the Financial regulation applicable to the general budget of the European Communities, OJ L 248 of 16 September 2002, p. 1, amended by Council Regulation (EC, Euratom) n° 1995/2006 of 13 December 2006, OJ L 390 of 30 December 2006, p.1.

IV.1.3. Evidence to be provided by the tenderers

When submitting their bids, each tenderer (including subcontractor(s) or any member of a consortium or grouping) shall provide a declaration on their honor, duly signed and dated, stating that they are not in one of the situations mentioned above (cf. IV.1.1 and VI.1.2). For that purpose, they must complete and sign the form attached in Annex 4.

The tenderer to whom the contract is to be awarded shall provide, within 15 calendar days after notification of the results of the procurement procedure and in any case before the signature of the contract, the following evidence, confirming the declaration referred to above:

1. The Commission shall accept, as satisfactory evidence that the tenderer is not in one of the situations described in point IV.1.1 (a), (b) or (e) above, a recent extract from the judicial record or, failing that, an equivalent document recently issued by a judicial or administrative authority in the country of origin or provenance showing that those requirements are satisfied.
2. The Commission accepts, as satisfactory evidence that the tenderer is not in the situation described in point IV.1.1 (d) above, a recent certificate issued by the competent authority of the State concerned.

Where no such certificate is issued in the country concerned, it may be replaced by a sworn or, failing that, a solemn statement made by the interested party before a judicial or administrative authority, a notary or a qualified professional body in his country of origin or provenance.

The documents referred to in paragraph 1 and 2 shall relate to legal and/or natural persons including, if applicable with regard to points b) and e), company directors or any person with powers of representation, decision-making or control in relation to the tenderer.

When the subcontracted part is above 20% of the contract value, the subcontractor(s) must also provide the above-mentioned evidence.

The Commission reserves the right, however, to request any other document relating to the proposed tender for evaluation and verification purpose, within a delay fixed in its request.

Remark:

The tenderers will be waived of the obligation to submit the documentary evidence above mentioned if such evidence has already been submitted for the purposes of another procurement procedure launched by Directorate General for Energy and Transport and provided that the documents are not more than one year old starting from their issuing date and that they are still valid. In such a case, the tenderer will specify in his offer the reference of the call for tender for which the documents have been provided.

IV.1.4. Administrative and financial penalties

1. Without prejudice to the application of penalties laid down in the contract, candidates or tenderers and contractors who have been guilty of making false declarations or have been found to have seriously failed to meet their contractual obligations in an earlier procedure will be excluded from all contracts and grants financed by the Community budget for a maximum of two years from the time when the infringement is established, as confirmed after an adversarial procedure with the contractor.

That period may be extended to three years in the event of a repeat offence within five years of the first infringement.

Tenderers or candidates who have been guilty of making false declarations will also incur financial penalties representing 2% to 10% of the total value of the grant being awarded.

Contractors who have been found to have seriously failed to meet their contractual obligations will incur financial penalties representing 2% to 10% of the value of the grant in question.

This rate may be increased to 4% to 20% in the event of a repeat offence within five years of the first infringement.

2. In the cases referred to in points IV.1, a), c), d), the candidates or tenderers will be excluded from all contracts and grants for a maximum of two years from the time when the infringement is established, as confirmed after an adversarial procedure with the contractor.

In the cases referred to in points IV.1, b) and e), the candidates or tenderers will be excluded from all contracts and grants for a minimum of one year and a maximum of four years from the date of notification of the judgment. Those periods may be extended to five years in the event of a repeat offence within five years of the first infringement or the first judgment.

3. The cases referred to in point IV.1, e) cover:
 - a) cases of fraud as referred to in Article 1 of the Convention on the protection of the European Communities' financial interests established by the Council Act of 26 July 1995 (OJ/C 316 of 27.11.1995, p. 48);
 - b) cases of corruption as referred to in Article 3 of the Convention on the fight against corruption involving officials of the European Communities or officials of Member States of the European Union, established by the Council Act of 26 May 1997 (OJ/C 195 of 25.6.1997, p. 1);
 - c) cases of participation in a criminal organisation, as defined in Article 2(1) of Joint Action 98/733/JHA of the Council (OJ/L 315 of 29.12.1998, p. 1);
 - d) cases of money laundering as defined in Article 1 of Council Directive 91/308/EEC (OJ/L 166 of 28.6.1991, p.77).

IV.2. SELECTION CRITERIA (SELECTION OF TENDERERS)

To be eligible, the tenderers must have the economic and financial capacity as well as the technical and professional capacity to perform the tasks required in this call for tender.

IV.2.1. Economic and financial capacity – References required

Tenderers must provide proof of their financial and economic capacity by means of the following documents: the balance sheets or extracts from balance sheets for the last three financial years, and a statement of overall turnover and turnover relating to the relevant services for the last three financial years.

This rule applies to all service providers, regardless of the percentage of tasks they intend to execute, once they have chosen to submit a tender. However, if the tender includes

subcontractors whose tasks represent less than 20% of the contract, those subcontractors are not obliged to provide evidence of their economic and financial capacity.

IV.2.2. Technical and professional capacity – References required

The team should be comprised of members with at least five years experience in at least one of the following fields. Collectively, the teams experience shall embrace all of the following:

- (1) the technical issues associated with vehicle weights and dimensions limits and hence an expert on the detail of Directive 96/53/EC and its evolution.
- (2) modern commercial road vehicle technology.
- (3) transport economics and both current and future freight demand in the EU
- (4) the business of combined transport operations
- (5) the business of rail transport operations
- (6) the business of inland waterways transport operations
- (7) the business of short sea shipping transport operations
- (8) cost-benefit approach to transport safety and environmental protection.
- (9) world-wide knowledge of the application of commercial vehicle weights and dimensions limits.

It is recommended to the tenderer to propose a mixed team that comprises experts in vehicle engineering, transport economics and Intermodal transport operation.

Tenderers should provide with their offer a description of the working team involved, its operating procedures and detailed curriculum vitae of each staff member responsible for carrying out the work, including his or her educational background, degrees and diplomas, professional experience, research work, publications and linguistic skills. These CV should highlight the experience and knowledge of the staff for the project. For each person involved, his or her responsibilities in the work team should be detailed.

The CV's shall be presented, preferably, in accordance to the Commission Recommendation on a common European format for curricula vitae, published in OJ L79 of 22 March 2002, p. 66.

If several service providers/subcontractors are involved in the bid, each of them must have and show that they have the professional and technical capacity to perform the tasks assigned to them.

Tenderers should provide with their offer detailed curriculum vitae of each staff member responsible for carrying out the work, including his or her educational background, degrees and diplomas, professional experience, research work, publications and linguistic skills.

The CV's shall be presented, preferably, in accordance to the Commission Recommendation on a common European format for curricula vitae, published in OJ L79 of 22 March 2002, p. 66.

IV.3. EVALUATION OF TENDERS – AWARD CRITERIA

The contract will be awarded according to the criteria given below, on the basis of the economically most advantageous tender.

Only bids that have reached a total score of a minimum of 70% and a minimum score of 60 % for each criterion will be taken into consideration for awarding the contract.

- (a) Technical evaluation criteria in their order of importance as weighted by percentage:
a) Technical evaluation criteria in their order of importance as weighted by percentage

N°	Award Criteria	Weighting
1	<i>Quality of the overall methodology and of the proposed working method, including organisation of the staff working on both tiers of the project. Proposed timetable for completing the work broken down to the principal project objectives including detailed timetable for completion of the work.</i>	40%
2	<i>Full understanding of the pertinence of the project in terms of the Community's effort to improve both the efficiency and sustainability of freight transport.</i>	30%
3	<i>The quality of the team selected and their ability for obtaining pertinent information needed to satisfy the objectives of each task.</i>	30%
Total number of points		100

b) Total price

The contract will be awarded to the tender that offers the best ratio quality/price.

IV.4. INFORMATION FOR TENDERERS

The Commission will inform tenderers of decisions reached concerning the award of the contract, including the grounds for any decision not to award a contract or to recommence the procedure.

If a written request is received, the Commission will inform all rejected tenderers of the reasons for their rejection and all tenderers submitting an admissible tender of the characteristics and relative advantages of the selected tender and the name of the successful tenderer.

However, certain information may be withheld where its release would impede law enforcement or otherwise be contrary to the public interest, or would prejudice the legitimate commercial interests of economic operators, public or private, or might prejudice fair competition between them.

V. ANNEXES

1. Identification of the Tenderer
2. Financial Identification
3. Legal Entity Form
4. Declaration by the Tenderer (relating to the exclusion criteria)

5. Draft Service Contract

ANNEX 1

IDENTIFICATION OF THE TENDERER

(Each service provider, including subcontractor(s) or any member of a consortium or grouping, must complete and sign this identification form)

Call for tender TREN xx/xx/xxxx

Identity	
Name of the tenderer	
Legal status of the tenderer	
Date of registration	
Country of registration	
Registration number	
VAT number	
Description of statutory social security cover (at the level of the Member State of origin) and non-statutory cover (supplementary professional indemnity insurance) ⁴	
Address	
Address of registered office of tenderer	
Where appropriate, administrative address of tenderer for the purposes of this invitation to tender	
Contact Person	
Surname: First name: Title (e.g. Dr, Mr, Ms) : Position (e.g. manager): Telephone number: Fax number: E-mail address:	
Legal Representatives	

⁴ For natural persons

Names and function of legal representatives and of other representatives of the tenderer who are authorised to sign contracts with third parties	
Declaration by an authorised representative of the organisation⁵ I, the undersigned, certify that the information given in this tender is correct and that the tender is valid.	
Surname: First name:	Signature:

⁵ This person must be included in the list of legal representatives; otherwise the signature on the tender will be invalidated.

ANNEX 2

(to be completed by the tenderer and his or her financial institution)

The tenderer's attention is drawn to the fact that this document is a model and that a specific form for each Member State is available at the following Internet address:

http://ec.europa.eu/budget/execution/ftiers_en.htm

FINANCIAL IDENTIFICATION

<u>ACCOUNT HOLDER</u>	
NAME	<input style="width: 100%;" type="text"/>
ADDRESS	<input style="width: 100%;" type="text"/>
TOWN/CITY	<input style="width: 80%;" type="text"/> POSTCODE <input style="width: 20%;" type="text"/>
COUNTRY	<input style="width: 40%;" type="text"/> VAT NUMBER <input style="width: 60%;" type="text"/>
CONTACT PERSON	<input style="width: 100%;" type="text"/>
TELEPHONE	<input style="width: 60%;" type="text"/> FAX <input style="width: 40%;" type="text"/>
E - MAIL	<input style="width: 100%;" type="text"/>

<u>BANK</u>	
BANK NAME	<input style="width: 100%;" type="text"/>
BRANCH ADDRESS	<input style="width: 100%;" type="text"/>
TOWN/CITY	<input style="width: 80%;" type="text"/> POSTCODE <input style="width: 20%;" type="text"/>
COUNTRY	<input style="width: 100%;" type="text"/>
ACCOUNT NUMBER	<input style="width: 100%;" type="text"/>
IBAN (optional)	<input style="width: 100%;" type="text"/>

REMARKS :

<u>BANK STAMP + SIGNATURE of BANK REPRESENTATIVE</u> (Both Obligatory)

<u>DATE + SIGNATURE of ACCOUNT HOLDER :</u> (Obligatory)

ANNEX 3

Legal entity form

Complete the legal entity form, which should be accompanied by a number of supporting documents, available on the Web site:

http://ec.europa.eu/budget/execution/legal_entities_en.htm

Please note that we can only accept either original documents or certified copies, which must be less than 6 months old.

In the case of a grouping, this form must only be provided by the person heading the project.

ANNEX 4

DECLARATION BY THE TENDERER

Each service provider, including subcontractor(s) or any member of a consortium or grouping, must sign this declaration

1. In accordance with Article 93 of the Financial Regulation of the European Communities (Council Regulation 1605/2002 of 25.6.2002) published in Official Journal L 248 of 16 September 2002, I declare on my honour that I am not in any of the following situations which would exclude me from participating in this procurement procedure:
 - a) I am not bankrupt, being wound up or having my affairs administered by the courts, I have not entered into an arrangement with creditors, I have not suspended business activities, I am not the subject of proceedings concerning any such matters, and I am not in any similar situation arising from a similar procedure provided for in legislation or regulations;
 - b) I have not been convicted of an offence concerning my professional conduct by a judgment which has the force of res judicata;
 - c) I have not been found guilty of grave professional misconduct proven by any means which the contracting authority can justify;
 - d) I have not failed to fulfil obligations relating to the payment of social security contributions or the payment of taxes in accordance with the legal provisions of the country in which I am established or with those of the country or the contracting authority or those of the country where the contract is to be performed;
 - e) I have not been the subject of a judgment which has the force of res judicata for fraud, corruption, involvement in a criminal organisation or any other illegal activity detrimental to the Communities' financial interests;
 - f) I am currently not subject to an administrative penalty referred to in Article 96(1) of the Financial Regulation⁶ for being guilty of misrepresentation in supplying the information required by the contracting authority as a condition of participation in a contract procurement procedure or by the authorising officer as a condition of participation in a grant award procedure, for failing to supply this information or for having been declared to be in serious breach of their obligations under contracts or grants covered by the Community budget.
2. In addition, the undersigned declares on his or her honour:
 - a) that on the date of submission of the tender, the company or organisation I do represent and the staff proposed for this tender are not subject to a conflict of interests in the context of this invitation to tender; I undertake to inform the Commission without delay of any change to this situation after the date of submission of the tender.
 - b) that the information provided to the Commission within the context of this invitation to tender is accurate, sincere and complete.

⁶ Council Regulation (EC, Euratom) n° 1605/2002 of 25 June 2002 on the Financial regulation applicable to the general budget of the European Communities, OJ L 248 of 16 September 2002, p. 1, amended by Council Regulation (EC, Euratom) n° 1995/2006 of 13 December 2006, OJ L 390 of 30 December 2006, p.1.

Done at on.....
Name
Title
Signature: