QUESTIONS AND ANSWERS

Regarding

Invitation to tender MOVE/B1/2012-573 (Contract notice 2013/S 133-229455)

"STUDIES ON THE TEN-T CORE NETWORK CORRIDORS"

Last update: 09/09/2013

Question 1:
Related to the tender criteria listed below can you please clarify if the 4 projects must be in the specific lot corridor being tendered for?
"The tenderer must prove experience in carrying out studies and research in the field of transport infrastructure as regards transport modes relevant to the respective core network corridor with at least 4 projects delivered in this field in the last three years with a minimum value for each project of EUR 50,000. The projects should at least cover 2 different transport modes."

Answer:
The projects referred to in the tender criterion cited above need not to be in the specific lot tendered for.

Question 2:
Related to the tender criteria listed below can you please confirm what you mean by ‘must show the necessary coverage’, i.e. should the combination of projects cover all member states within the specific Lot corridor being tendered for?
"The tenderer must prove experience of working in the Member States covered by the respective core network corridor with at least 3 projects delivered in the last three years, the combination of which must show the necessary coverage."

Answer:
‘Must show the necessary coverage’ means that the combination of projects covers all Member States within the specific corridor tendered for.

Question 3:
Related to the tender criteria listed below can you please clarify if the cross border projects need to be within the specific Lot corridor being tendered for?
"The tenderer must prove experience in carrying out cross-border projects involving two or more Member States."

Answer:
The cross border projects referred to in the criterion cited above need not to be within the specific corridor tendered for.

Question 4:
Related to the tender criteria listed below can you please clarify if the high level international meetings need to be within the specific Lot corridor being tendered for?
"Organisation of meetings: collectively the team should have knowledge of the preparation and organisation of high level international meetings with proven experience of at least 4 events in the last three years."
Answer: The high level international meetings referred to in the criterion cited above need not to be within the specific corridor tendered for.

Question 5:
Related to the documents enclose in the "Public information resource on access restriction schemes (ARS)" download for http://ec.europa.eu/transport/facts-fundings/tenders/index_en.htm, with special reference to the Tender Specification on pg. 6 paragraph 2.3.2 a:
Does the sentence "(tenderers applying for more than one lot must prove compliance for each lot)" mean that companies are allowed to bid for different lots within a different Consortium? Does this potential situation produce an evidence of exclusion?

Answer:
Different consortiums can apply to different lots and exclusion criteria are applied each time separately.

Question 6:
Is it allowed to have the same crew from one company in more than one lot – in my case in 2 lots, or is it an exclusion criterion?

Answer:
As indicated by the Terms of Reference, the same resources cannot bid for more than one lot. Given the expected workload for each lot/corridor, the character of tasks requires that sufficient resources should be available in each case.

Question 7:
Bearing in mind the complexity of TEN-T corridor projects could you consider postponing the deadline by at least 2-3 weeks?

Answer:
Postponing the deadline is not under consideration.

Question 8:
Could you perhaps concretize what aspects would you expect to be handled in the mentioned “multimodal transport market study”?

Answer:
It is a study covering all modes of transport along a corridor (including air transport, maritime and inland waterways, where applicable), with particular focus on the modal interfaces and multimodal mobility and logistic chains. It should tackle both freight and passengers' transport.

Question 9:
Could you clarify whether the investments on the core network corridor should be listed in task 3 together with concrete price indications?

Answer:
No concrete price indications are requested by the Terms of Reference.

Question 10:
Task 3.4 point 2 refers to the requirement to check and complete or update the existing data in the TENTEC information system. As regards inland waterways, the definition and scope of certain parameters is not clear. Could the Commission provide further clarifications?

**Answer:**
Both definition of parameters in the TEN-TEC glossary as set out in the specifications and the corresponding content of data in the TEN-TEC database are out of date. For inland navigation, the contractor is required to gather and provide information against the parameters listed below. The clarifications and changes compared to the version of the glossary in the technical specifications are indicated in **highlight** and **strikethrough**.

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<table>
<thead>
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<tbody>
<tr>
<td>1</td>
<td>Section (km)</td>
</tr>
<tr>
<td>2</td>
<td>CEMT class Categories of navigable inland waterways Class (length/beam) I to III, IV, V, V b, VI, VI a, VI b, VI c, VII</td>
</tr>
<tr>
<td>3</td>
<td>Nr of single locks</td>
</tr>
<tr>
<td>4</td>
<td>Nr of double locks</td>
</tr>
<tr>
<td>5</td>
<td>Chamber lock width (m) maximum width of a vessel/convoy for the smallest lock on the section</td>
</tr>
<tr>
<td>6</td>
<td>Chamber lock length (m) maximum length of a vessel/convoy for the smallest lock on the section</td>
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<tr>
<td>7</td>
<td><strong>Average</strong> Minimum width (m) maximum width of a vessel/convoy for the narrowest part of the section</td>
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<tr>
<td>8</td>
<td><strong>Min</strong> draught (m) maximum draught of a vessel/convoy for the part of the section with the lowest water level</td>
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<td>9</td>
<td>Min height under bridge(m) maximum height of a vessel/convoy for the bridge with the lowest height of the section</td>
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<tr>
<td>10</td>
<td>Navigation reliability (%) number of days per year, on which the waterway is available for navigation and meets the minimum requirements for draught, for height under bridges for three-layer container transport and for beam of the respective CEMT class (for waterways of class IV and higher, the parameters of pushed convoys apply, for class I-III the requirements of vessels and barges apply)</td>
</tr>
<tr>
<td>11</td>
<td>Total number of quays within TEN-T ports in the section No. of ports, transhipment or storage facilities</td>
</tr>
<tr>
<td>12</td>
<td>Total transhipment volume (in tons per year) in TEN-T ports in the section Capacity of ports, transhipment or storage facilities for goods transhipped between barges, only goods unloaded should be counted</td>
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<tr>
<td>13</td>
<td>Total number of quays in the section Freight capacity (tons per year)</td>
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<tr>
<td>14</td>
<td>Passenger traffic flow (pax per year)</td>
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<tr>
<td>15</td>
<td>Freight traffic flow (tons per year) transit of goods through the section</td>
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<tr>
<td>16</td>
<td>IWW traffic number of (IWT and seagoing) vessels that passes the section per year</td>
</tr>
<tr>
<td>17</td>
<td>Intelligent Transport Systems (RIS) In operation, YES/NO</td>
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**Question 11:**
For which base year and/or projection year relevant data on the parameters should be gathered and reviewed?

**Answer**
The ToR do not specify a base year. It is up to the bidder to propose the base year. It shall be as recent as possible given the available data.
**Question 12:**
Regarding chapter 3.4. (d) (p.12) in the tender specification, “multimodal transport market study”:
(1) What is the specific content the TMS should comprise?

(2) Is it expected to use / take into account the TMS already / currently performed on behalf of the national IMs? Or are additional modelling exercises expected based on common data for all the different corridors (e.g. Transtools)?

**Answer**
(1) The multimodal transport market study shall refer to the entire corridor within the TEN-T, considering market potentials of all modes of transport and their multimodal interfaces.

(2) As far as available, existing material, eg market studies of Rail Freight Corridors, shall be taken into account and the modelling done shall be based thereupon.

**Question 13:**
According to the tender specification, chapter 2.3.2 Evidence of technical and professional capacity criteria, where is stated “…a complete listing of relevant services provided in the past three years…” What is the meaning of “past three years (2010 – 2012 or 07/2011 – 07/2013)?

**Answer**
The bidder can present such evidence either for the years 2010-2012 or for the period 07/2010 to 07/2013 as most convenient.

**Question 14:**
Regarding the preparation of the corridor forum meetings, is it expected that the consultants organise and budget a location for these meetings?

**Answer**
The bidder will be involved in the organisation of the Corridor Forum meetings. However, the location for these meetings and the costs related to it shall not be included in the bid.

**Question 15:**
Regarding future investment projects, are we supposed to estimate costs by our own or should we rely on figures given by the EU Commission or found in the studies?

**Answer**
The costs of future investment projects will be based on the figures given by the Member States or by the EU Commission, not on own estimates.

**Question 16:**
In point 3.4.4 it is stated that the contracting authority estimates 4 Corridor Forum meetings. In point 3.6, only 3 Corridor Forum meeting are described. Is there an additional Corridor Meeting that we should expect, or can we estimate only the 3 meetings, as described in 3.6?

**Answer**
Although point 3.6 does not specify a Corridor Forum after the presentation of the draft final report, it is expected that such a meeting will take place. Therefore there will be 4 Corridor Forum meetings.

**Question 17:**
Will the meetings with the Commission (with exception of the kick-off meeting) occur at the same timeframe as the Corridor Forum meetings, or should these be considered separate events?

**Answer**
These meetings shall be considered as separate and additional events.

**Question 18:**
Regarding the assessment of risks and measures to mitigate negative environmental impacts (cf. 3.4.3.e.iv), is the Contractor supposed to make its own independent analysis or should the Contractor comment, evaluate already made studies?

**Answer**
The analysis shall be based on already available material.

**Question 19:**
Does the Commission intend to analyze the impact on the modal share as a result of modelling new infrastructure scenarios?

**Answer**
The bidder shall make available an analysis of the modal share assuming the completion of the TEN-T as foreseen in the new Guidelines and assuming that this infrastructure will provide the capacity needed to cope with the forecasted traffic demand.

**Question 20:**
We have two practical questions regarding the „Legal Entity Form“ and the “Certificates of Satisfactory Execution“:
Is it necessary to provide these documents in English (or at least to submit translations) or can they be provided in national languages?

**Answer**
It is not necessary to translate these documents into English.

**Question 21:**
Referring to Question 6, and the answer given, does this mean categorically that no individual can be present on more than one lot, even if the combined time commitments are feasible?

**Answer**
It is the clear objective of the Commission to be able to appoint one consultant/consortium per corridor. However, combined commitments are possible for specific tasks when they are clearly explained and proved to be feasible to fulfil the tasks.

**Question 22:**
Appendix 1 identifies the nodes (urban, logistic, intermodal etc.) that are part of a corridor while, on the contrary, the links that should form part of it are not listed. Could you please clarify whether the contractor shall also define in its proposal a clear alignment of the corridor or whether the segments of the road, rail and IWW networks concerned are already identified?

**Answer**
In appendix 1 the future alignments of the 9 core network corridors are described as connection between the cities mentioned, see page 1 and 2 "Alignments of Core Network Corridors (CNC)". The alignments follow the existing - or partly planned - rail, road and inland waterway connections to connect the respective cities.
Question 23:
With reference to the Corridor Forum, could you please clarify whether it shall be designed, proposed and managed by the contractor or whether the Commission has already a tentative work plan for its organisation? In that case, are there any guidelines available to prepare the Corridor Forum (given that a Forum should be organised for each Corridor and that each contractor is responsible for maximum four meetings), namely with respect to number of participants, logistics, venue, organisational and thematic link to the other Corridor Forums? Shall the contractor or the Commission bear the costs for its organisation? If borne by the contractor, shall these costs be already included in the financial offer attached to the technical proposal?

Answer
According to the tender text (see 3.4. Tasks) the contractor is expected to identify the relevant stakeholders, to prepare and organise the meetings of the future Corridor Fora. There is no guidance with regards to the number of stakeholders or any other organisational question. Concerning the costs please consider FAQ No 14.

Question 24:
The tender specification (task 3 (e) p. 12) requires an “implementation plan”. Which level of detail is required by the Commission? Does this comprise a detailed “implementation plan” with detailed steps of implementing individual measures, e.g. infrastructural or ITS measures?

Answer
The implementation plan should be sufficiently detailed to allow coordination of projects within the corridor and optimising the development of the corridor. The level of detail will depend on the input delivered by the different stakeholders and the progress of planning of the different projects.

Question 25:
In the alignments of Core Network Corridors (CNC) of LOT 8 “Basel” is mentioned. Could you please precise the role of Switzerland in the study? For example, should the traffic generated/attracted by the rest of Switzerland and the infrastructural and other measures in Switzerland be integrated as well?

Answer
It is the aim of the Commission to involve Switzerland and the relevant Swiss stakeholders in the Core Network Corridors "North Sea – Mediterranean" (Lot 8) and "Rhine-Alpine" (Lot 6) in a very similar way to that of Member States. At least, the traffic going in and coming out of Switzerland has to be taken into account when establishing the work plan for the relevant corridors. Ideally, the infrastructure development within Switzerland should also be reckoned with in order to synchronise and optimise the infrastructural developments in the EU.

Question 26:
Related to your answer (to the Question 13): “The bidder can present such evidence either for the years 2010-2012 or for the period 07/2011 to 07/2013, as most convenient”. Does it mean that it is possible to present references of both periods? (e.g. one reference of the first semester of 2010 and one reference of 1st semester of 2013 are both valid).
Answer
The bidder is free to choose what is the most convenient for him or her to give the evidence for a period of three years.

Question 27:
The notice of the Service Contract (point II.2.1) indicates:
Total quantity or scope: 4 500 000 EUR for all 9 lots.
Estimated value excluding VAT:
Range: between 400 000 and 500 000 EUR
We think that those limits (for each lot) are indicative but we would appreciate clarification about it is possible to tender a lower price or a highest price for each lot.

Answer
The limits mentioned are indicative.

Question 28:
Among the criteria relating to the team delivering the service, the following applies for the Project Manager (PM): ‘At least 10 years’ experience in project management, including overseeing project delivery, quality control of delivered service, client orientation and conflict resolution experience in projects of a similar size (at least € 300.000) and in the geographical area of the respective corridor, with experience in managing a team of at least 5 people.’ Does it mean that the PM must have covered the PM role in past projects (>300.000 €) performed on the corridor area? Or the two conditions (project size and geographical area) are not cumulative? Can the “geographical area” be intended as “countries covered by a corridor”, i.e. including projects focussed on other parts of a corridor-related country, not included in the corridor?

Answer
The criteria mentioned are cumulative. The “geographical area” can be intended as “countries covered by a corridor”.

Question 29:
Must the Project Manager be selected among the lead partner staff?

Answer
In the case of a joint tenderer, the economic operators have to designate one of them to act as leader with full authority to bind the grouping or the consortium and each of its members. The lead partner is in particular responsible for managing the service administration and for coordination (see Point 1.3. of the tender specifications). Usually, the project manager should therefore be part of the staff of the lead partner.

Question 30:
Regarding the selection criteria specified in section 2.3.2.a. of the Tender Specifications, does the tenderer need to prove experience in delivering cross-border projects in the last three years, or will the Contracting Authority for this particular requirement accept projects delivered before this threshold?
Answer
The tender specifications clearly stipulate as prove of experience four studies carried out in the last three years.

Question 31:
Regarding the selection criteria specified in section 2.3.2.b. of the Tender Specifications, will the Contracting Authority as a past relevant experience proving expert’s linguistic capacity accept experience in implementation of international projects (or local projects, but EU financed) requiring deliverables (for example progress reports) in English?

Answer
An expert’s linguistic capacity in English can be proven by a certificate or his past relevant experience. The latter can include reports written by this expert.

Question 32:
As regards the submission date for tenders, does the Contracting Authority consider extension of deadline for submission of tenders? Apart from the complexity of the project scope and range, mentioned in the FAQ, the Contracting authority should take into consideration that the tender was announced in the holiday season, which impacts the efficiency of international cooperation.

Answer
Please see the answer to question 7.

Question 33:
In the case of forming a new consortium, is it possible to give this new consortium the same name that has been used earlier in another EC tender in case both consortia have the same lead partner but not all the same partners?

Answer
It is up to the consortium to choose its own name and to see to it that no confusion is created by giving a newly formed consortium the same name already previously used.

Question 34:
As regards the reference projects referred to in point 2.3.2.a of the terms of reference, it is mentioned that the "projects should cover at least 2 different transport modes". Does this requirement refer to each reference project individually or all of the reference projects collectively?

Answer
This requirement refers to all reference projects collectively.

Question 35:
Can a company be a leader of a consortium in a Lot and participate as a partner in another Lot? Can we repeat the CV?

Answer
A leader of a consortium (as a legal person) for one lot can participate as a partner in another lot.

For the repeating team members, please see the answers to questions 6 and 21. Under these conditions only the CV of a team member can appear in more than one bid. As a rule, using the same team members for different lots is not allowed.

Question 36:
The contract notice indicates the duration for most of the lots (with the exception of Lot 3) to be 14 months. The specification and the contract template refer to a duration of 12 months. Would you please indicate the expected deadlines e.g. for delivery of progress reports and invoicing periods for the lots with a duration of 14 months? Would the contract be adjusted for the period of 14 months? Generally, how to deal with the contradictory information in the contract notice versus specification and contract template?

**Answer**
The duration of the tasks for all nine lots is 12 months as specified in the tender specifications under section 3.6. and in the draft contract under I.2.3. The indication of "14 months" in the contract notice under the heading "information about lots" is incorrect and should be read as "12 months".

The respective corrigendum will be published.

**Question 37:**
As regards Question 10 of the FAQs, do we understand correctly that for waterways with changing water levels, a reference water level needs to be specified and the parameters 8 and 9 should read in the following way:
- Parameter 8: Min draught (m): Maximum draught of a vessel/convoy for the part of the section with the lowest water level, respectively - for waterways with changing water levels - when the water level is below a defined reference water level (to be specified)
- Parameter 9: Min height under bridge (m): Maximum height of a vessel/convoy for the bridge with the lowest height of the section, respectively - for waterways with changing water levels - when the water level is above a defined reference water level (to be specified)

**Answer:**
The definitions given in the table shown in the answer to question 10 should be used.