

REPUBLIC OF MOLDOVA
ROAD SECTOR PROGRAM SUPPORT PROJECT
Credit Number: 4283-MD

May 18, 2010

**CLARIFICATION TO QUESTIONS ON THE
REQUEST FOR PROPOSALS
No. 04/2010 dated April 22, 2010**

ROADS FEASIBILITY AND DETAILED DESIGN STUDIES

Question 1:

Please explain the discrepancy between the number of kilometers agreed and scheduled to be rehabilitated through the Road Sector Program Support Project (project financed by the EBRD, EIB, IDA/World Bank and the EC) – specifically 200 km (please see page 39 of the Request for Proposal) and the number of kilometers specified as the objective of the current services (financed through the Road Sector Program Support Project) – specifically 611 km of engineering, economic, environmental and social studies and up to 812 km of detailed engineering design for roads improvement (please see page 40 of the Request for Proposal).

Answer 1:

The results of the study will not be necessarily entirely used under Road Sector Program Support Project. It has been agreed that it is necessary to have a portfolio of road rehabilitation project that could be proposed for the financing to different International Development Partners in the frameworks of different projects.

Question 2: Please confirm that the objective of the current assignment is to carry out engineering, economic, environmental and social studies for 611 km of roads improvement, and to carry out detailed engineering design for up to 812 km of roads improvement, in a time frame of 11 months, and with an estimative number of professional staff-months required for the assignment of 60 staff-months.

Answer 2: Yes. The objective of the current assignment is to carry out engineering, economic, environmental and social studies for 611 km of roads improvement, and to carry out detailed engineering design for up to 812 km of roads improvement, in a time frame of 11 months, and with an estimative number of professional staff-months required for the assignment of 60 staff-months.

60 man-months is the minimal estimated number of Professional staff-months for executing the assignment. However, according to ITC 3.3(b), the Proposal shall be based on the number of Professional staff-months estimated by the Consultants.

Question 3: At the page 49 of the Request for Proposal, under the sub-chapter 3.2.2.1. Topographic Surveys, it is specified that “*Based on the most recent existing aerial photographs, the Consultant will carry out a topographical survey at a scale of 1:1,000 covering the entire project alignment*”.

Please confirm the level/scale of the most recent existing aerial photographs available to the State Road Administration.

Please also confirm if the short-listed consultants may have access to this documentation and if positive, how could we access this information.

Answer 3: Aerial photographs are available. To check the quality of the photographs please follow the link: www.moldova-map.md.

Question 4: On page 47 of RFP under 3.1.12 Economic Evaluation it is stated:

In addition, the ERR must be calculated for three scenarios with respect to the status of internal and international border controls and the degree to which vehicles can pass borders reliably and expeditiously. Consultants should model the extent to which these affect the traffic counts, types of vehicles using the roads, and types of trips made (under the HDM framework).

Could you please explain the meaning of “three scenarios with respect to the status of internal and international border controls”, or identify where the consultant can find additional information on those scenarios?

Answer 4: One scenario should be the status quo with respect to the border crossings. Another two scenarios should be the lower/higher degree to which vehicles can pass borders reliably and expeditiously.