

Minutes of Pre-Proposal Conference for Roads Feasibility and Detailed Design Studies RFP#04/2010

May 05, 2010; 10:00 a.m. (local time)

The conference was attended by representatives:

Client's representatives

- Mr. Fiodor Grebencio, Deputy Chief-Manager of State Road Administration
- Mr. Anatolii Usatii, Head of Investment Department, State Road Administration
- Mr. Iurie Paşa, Head of Construction and Capital Repairs Department, State Road Administration
- Mr. Martin Bennett, International Engineering and Management Consultant, Scott Wilson Ltd.

Swedish National Road Consulting AB (SweRoad) *in association with* WSP International Sweden AB

- Mr. Rolf Gustafsson, Director, WSP Civils

Hill International SA *in association with* Egnatia Odos SA and Search Corporation Srl

- Mr. Liviu Staniloiu, Search Corporation Srl
- Mr. Vassiliou Stathis, Project Manager, Egnatia Odos SA (Romanian Branch)

TYPSA Company *in association with* SPT Srl and Blizzard Design Srl

- Mr. Dorian Şura, SC Blizzard Design Srl

KOCKS Consult *in association with* Finnroad and Universinj

- Mr. Valeriu Severin, General Director of Universinj Ltd
- Mr. Thomas Herz, Sr. Transport Planner Transport International, Kocks Consult GmbH

The questions of the firms' representatives and answers thereto were as follows:

1. Will an Extension of Time of the 11 months period for the Project be possible?

The assignment shall be finalized by June 30, 2011. In accordance with the procurement schedule it is planned that the contract will be signed by the end of July 2011 thus leaving eleven (11) months for the completion of the assignment. The deadline for the finalization of the assignment is related to the Credit Closing Date which cannot be extended.

2. The topographical survey and investigations for Phase 2 will take place during the winter if there are not started before the Final Feasibility Study. It is possible to start this work earlier?

The time-scale for the assignment is very short. It is anticipated that as soon as sufficient information is available to indicate that a road section is feasible, it can be agreed with the SRA to proceed with detailed design on that section subject to funding donor acceptance. This may therefore allow Phase 2 tasks to proceed before the Preliminary Feasibility Study, due within 3 months, for some or all sections that proceed to Phase 2. The 201 kilometers of roads (Road sections nr. 10-12 inclusive in the Table on page 40) may proceed with Phase 2 tasks immediately.

3. The BDS (page 19) mentions 60 man-months and the Terms of Reference (page 56) mentions a *minimum* of 60 man-months? Please clarify

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.

4. The draft contract has no provision for an Advance Payment? Please confirm that an Advance Payment is not available

An Advance Payment is not available in the draft contract because under the paragraph 7 “Payment Modalities” of the Terms of Reference 20% of the lump-sum will be paid upon presentation of the Inception Report, which shall be submitted within 2 weeks of the Effective Date. It is considered that this amount will be sufficient the Consultant’s mobilization.

5. Some sections of the study roads may require full rehabilitation and other adjacent sections may only need some form of maintenance. Is it intended to include both types of works in one contract or can different forms of contract for different types of work be used?

It is planned to use FIDIC MDB 2006 Conditions of Contract for all works, whether rehabilitation or maintenance works. Funding will be from international donors, and negotiations for funding are ongoing. It is anticipated that packaging of contracts will be decided as road sections are proved feasible during the assignment. It is further expected that contract packaging will be decided by the Government of Moldova using inputs from the SRA, the donors and the Consultant for the assignment.

6. Are aerial photographs available and if so, what quality are they?

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

7. Previous studies are mentioned in 3.2.2.2 regarding geotechnical, soil and pavement surveys. Are these available and if so when?

The reference to previous studies in 3.2.2.2 is made to studies under paragraphs 3.1.4 “hydro-geological, geotechnical and seismic studies” and 3.1.6 “pavement studies” of the Terms of Reference. These studies are to be executed by the Consultant during Phase 1 of the assignment.

8. There are 155 existing bridges mentioned in the TOR. Can the number of new bridges required be confirmed?

It is intended that all existing bridges will require rehabilitation and repair only. No new bridges are required. However, if it proves necessary for any existing bridges to be replaced for any reason discovered during the assignment, the Consultant should allow for such bridge investigation and design tasks in his bid. This includes the possibility of additional bridges being required for any bypasses or re-alignments proposed by the Consultant. It is therefore understood that consultants will have examined the site before submitting proposals.

9. Under the para 4.1 it is stated: “...the team can include professionals from Moldova and/or sub-region in order to provide the local knowledge...” Please define “sub-region”.

The “sub-region” is defined as Eastern European countries and all countries adjoining the Republic of Moldova. Professional with technical skills (knowledge of standards and working practices relevant to Moldova), and language skills in Moldovan and / or Russian are considered particularly pertinent for the assignment.

10. Please confirm that for Key Personnel positions requiring a university degree in Civil Engineering (page 57), a degree in a related engineering subject such as Highways would be acceptable?

Yes, a degree in related to the engineering subject will also be accepted.

11. Is the MCC Feasibility Study on schedule for July?

Yes, the MCC Feasibility Study is on schedule for July 2010.

12. Where alternative route alignments are considered, local authorities may have an opinion. How will this be dealt with bearing in mind the time-scale for the assignment?

Contacts and liaison with municipal authorities and affected population or their representatives may be required in case if an alternative alignments with potential resettlement and land acquisition proposed are envisaged. These contact and liaison should be conducted through SRA. At the current stage it is not possible to identify all potential delays that could be brought by alternative alignments. In each separate case a case-specific approach should be developed and agreed between SRA and Consultant.

13. Please clarify the requirement in the ToR for 1/1000 scale road plans and 1/5000 horizontal scale profiles for the detailed design?

Detailed design drawings and specifications should be sufficient for estimating, tendering and construction purposes. Cross sections for profile design should be at sufficient frequency for quantity estimates. It would be acceptable for the Tender Documents produced during the assignment to require a works contractor to survey the existing road before construction and adjust the profile to suit the existing condition at the time of construction.

14. Clause 3.2.2.1 of the ToR requires the topographical surveys to be related to WGS84 and the National Control Survey. Please confirm this requirement

Topographical surveys can be readily converted, taking into account the availability of different tools for conversion between different coordinate systems. The SRA would be flexible in accepting the system to be used, which could include the local reference coordinate system MOLDREF 99 or other system, instead of WGS84 system.

15. Is information on utilities readily available?

Partially such information is available at SRA. This includes information about petrol stations, bus stops and other road-side service facilities. This information will be provided by SRA, but the Consultant in any case will be responsible for the verification and update of the data provided.

16. Is an extension of preparation of proposals of 2 weeks possible?

As the time for completion of the overall assignment is fixed (30 June 2011), it is desirable not to extend the time for preparation of proposals because this will shorten the

time for the assignment. Any requests for extension should therefore clearly make the case for additional time.

17. Taking account of the tight time-scale, please confirm how SRA's decision-making process will be managed relating to assignment objectives?

It is suggested that Consultant's overall findings on individual road sections are submitted as soon as they are prepared, instead of waiting for submission of the overall Preliminary Feasibility Report. This may allow the SRA to take early decisions for Phase 2 objectives, subject to donor acceptance.

18. Please confirm the extent of the Right of Way for existing roads?

The Right of Way for existing roads depends on the road's technical category, geometrical alignment, existence of high embankments and other factors. The SRA will make information about Right of Way for each road/section available to the Consultant during the execution of the assignment.

19. How will co-operation with the Traffic Police be managed during field surveys on public roads?

In accordance with local legislation it would be the responsibility of the Consultant to co-ordinate with the Traffic Police during field surveys. However, SRA could assist the Consultant with this co-operation on request.

20. Please confirm that 2 pages can be provided for *each* associated form, referring to Form Tech-2A (page 23)?

Yes, in the Form Tech-2A two pages can be provided for each associated firm.

21. Referring to the Work Plan required in Form Tech-4 (page 27), a list of the final documents including reports, drawings, and tables to be delivered as final output is required. Please clarify if an exact list of final documents is required in the Proposal?

The list of documents is not expected to be fully detailed when bids are submitted. It should indicate the reports detailed in Section 5 as a minimum. However, additional information on deliverables may be useful in determining bidder's understanding of the tasks to be carried out.

22. Please clarify the deliverables for Phase 1 (page 47)?

Phase 1 deliverables include reports 1, 2 (first 4 months), 3, 4 and 5 mentioned in the table in section 5.