NOTICE

ON OPEN TENDER

This text of the notice is approved by decision of the Open Tender Commission "4" of "13" "01" 2026 and is published pursuant to Article 27 of the Law of the Republic of Armenia "On procurement"

Code of the open tender EQ-BMKHTSDZB-26/16

The contracting authority Yerevan municipality, located at the following address: 1 Argishti Str, Yerevan, RA, gives notice for an open tender which shall be carried out in one stage, through Armeps (website www.armeps.am) system of electronic procurement.

The participant selected as a result of this procedure will be offered, in accordance with the established procedure, to conclude a contract for the provision of consulting services for the construction of a new aboveground (with the conditional name "Surmalu") the stations of the Yerevan Metro on the intermediate section between the stations "Zoravar Andranik" and "David Sasunsky" and the restoration of the section of the Christopor Bridge (hereinafter referred to as the agreement).

Pursuant to Article 7 of the Law of the Republic of Armenia "On procurement", any person, irrespective of the fact of being a foreign natural person, an organisation or a stateless person, shall have equal right to participate in this tender.

The qualification criteria for the persons ineligible to participate in the tender, as well as for bidders, and the documents to be submitted for evaluation of those criteria shall be established by the invitation for this procedure.

The selected bidder shall be determined from among the bidders having submitted bids evaluated as satisfying the requirements of the invitation, by the principle of giving preference to the bidder having submitted the lowest price proposal.

In case of a request to provide the invitation electronically, the contracting authority shall ensure the free of charge provision of the invitation electronically within the working day following the date of receipt of the application.

Failure to receive the invitation shall not limit the bidder's right to participate in this procedure.

The bids for the tender must be submitted electronically, through Armeps (www.armeps.am) system of electronic procurement, by 11:00 am 16.02.2026. The bids may, in addition to Armenian, also be submitted in English or Russian.

The bid opening will take place electronically, through Armeps system of electronic procurement, at 11:00 am 16.02.2026.

For receiving additional information concerning this notice, you may apply to G. Muradyan Secretary of the Evaluation Commission

Telephone 011514373

E-mail gor.muradyan@yerevan.am

Contracting authority Yerevan municipality

**TECHNICAL SPECIFICATION – PROCUREMENT TIMELINE**

**Procurement of Consultancy Services for the Feasibility Study on the Construction of a New Above-Ground Metro Station (provisionally named “Surmalu”) between the “Zoravar Andranik” and “Sasuntsi Davit” Stations of the Yerevan Metro, and the Rehabilitation of the Kristophor Bridge Segment**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Lot No** | **Indicative code as per the common procurement vocabulary classification (CPV) under the Procurement Plan** | **Technical Description** | **U/M** | **Total Price** | **Total Amount** | **Provision** | |
| **Address** | **Timeline** |
| 1 | 71331500/503 | 1. **General Description**   The Karen Demirchyan Yerevan Metro is a core infrastructure of the city's public transportation ecosystem, providing efficient, reliable, safe, and environmentally sustainable mobility to thousands of passengers and residents on a daily basis. Within the broader framework of Yerevan's urban development and, consequently, the modernization of its transportation system and mobility reforms, the Municipality of Yerevan intends to expand and modernize metro services by constructing a new station (provisionally named “Surmalu”) between the existing “Zoravar Andranik” and “Sasuntsi Davit” metro stations.  In addition, for over forty years, the company’s passenger trains have been operating on a bridge located at the intersection of Kristapor and Sevan streets. Since as early as 2010, the bridge’s technical condition has raised concerns, as its critical structural elements have been damaged due to repeated impacts from heavy trucks hitting key components.  Considering that the new station's location, adjacent to the bridge, will significantly alter train operating patterns (e.g., mandatory multiple stops, possible sudden braking), it will introduce additional and unforeseen dynamic loads on the bridge. These impacts, on top of the bridge’s already compromised condition, could lead to a critical state.  Therefore, the **primary objective** of this investment project is to improve accessibility, enhance the integration of public transport services, and significantly elevate the transportation experience for Yerevan’s residents. The **secondary objective** is to transform and improve the urban environment around the new station, increasing its investment attractiveness for future development of public and residential complexes, green spaces, and recreation areas.  To ensure the sustainability of the project and deliver value for money, a **feasibility study** is needed at the project’s initial stage. The study should assess station location alternatives, technical and financial viability, and optimize mitigation measures for environmental and social impacts.  The investment project is aligned with Yerevan’s urban mobility strategy, which focuses on developing a rich and multimodal transportation and communication network that ensures a comfortable and safe travel experience.  Thus, this **feasibility study** is being undertaken to assess the overall technical and economic viability of the investment project. Moreover, the study results will serve as a **cornerstone** for future investment decisions related to the station construction and adjacent bridge rehabilitation, as well as to inform negotiations with various potential financing partners, including the government, international financial institutions, and the private sector.   1. **Project Area**   The indicative area of the investment project includes the surroundings of the intersection between Kristapor and Sevan streets. This location is one of Yerevan’s busiest urban zones and, as such, possesses increasing potential for urban development and densification in the foreseeable future.  The proposed new metro station will hold strategic importance, particularly in improving connectivity and transport communication within the area bounded by Arshakunyats and Tigran Mets avenues.  The evaluation of this area's development potential is based on the assumption that the construction of the station could significantly stimulate investment and create a high-value urban node within the zone.  Key characteristics of the project area include:   * Existing transport infrastructure: includes primary roads, intersections, a bridge, and railway lines; * Land use: a mixed typology comprising residential neighborhoods, commercial centers, and industrial zones; * Environmental factors: proximity to green areas, noise-sensitive zones, and potential environmental impacts; * Stakeholder involvement: presence of numerous public and private stakeholders, including residents, businesses, and transport operators.   The feasibility study will assess how well the new station can be integrated into the existing urban environment while minimizing disruptions and maximizing benefits.  The study will also examine the seismic strengthening and rehabilitation of the existing bridge, particularly in the context of the new station’s construction.  In addition, it is expected that the study will identify alternative transportation options to promote more efficient use of resources and urban space.  Lastly, the study should evaluate the potential increase in land value in the area as a result of the project and explore the possible connection of this value uplift to project financing mechanisms (e.g., land value capture strategies).   1. **Scope of the Feasibility Study**   The feasibility study shall be carried out in accordance with Government of Armenia Decree No. 175-N, dated 29.02.2023, “On Approval of the Procedure for Identification, Preparation, Appraisal, and Prioritization of Public Investment Projects.”  The study must present a comprehensive assessment of the project’s technical, economic, financial, environmental, institutional, and legal components, aligned with international best practices.  Given that the project may be financed by international partners, the study shall also incorporate the relevant experience, guidelines, and methodologies of international financial institutions such as the Asian Development Bank (ADB), World Bank (WB), European Bank for Reconstruction and Development (EBRD), and others.  The minimum required scope of the study shall include the following components, with in-depth analysis, assessments, conclusions, and recommendations:   1. **Situation Overview.**  * Analysis of the socio-economic context of the project area using key indicators; * Summary review of applicable national and municipal policies and strategic documents, including the Yerevan Master Plan; * Identification and profiling of key stakeholders; * Stakeholder mapping, including roles and responsibilities; * Overview-level assessment of existing transport infrastructure and alternative routes; * Comparative review of prior studies and evaluations already conducted.  1. **Market Analysis and Demand Forecasting.**  * Analysis of the main groups of beneficiaries and users of the new infrastructure, including assessment of potential demand from end users and demand segmentation; * Comparative analysis of alternative mobility and transport options, including climate adaptation considerations; * Scenario forecasts and sensitivity analysis of passenger and freight demand using 20-30 year time series analysis to demonstrate trends in population growth, urban development dynamics, economic development and mobility; * Assessment of the project’s urban development impact, including changes to land use, zoning regulations, and large-scale urban planning goals; * Analysis of potential impacts on residential, commercial, and industrial zones, ensuring alignment with current and planned development programs.  1. **Technical Assessment and Cost Estimation**  * Local field studies and topographic mapping (in the WGS-84 geodetic system); * Evaluation of geological, hydrological, and environmental constraints; * Analysis of land acquisition and potential resettlement needs; * Preparation of preliminary technical designs and conceptual layouts; * Estimation of capital and operational costs across the full project lifecycle.  1. **Financial and Economic Viability Assessment**  * Financial viability analysis including cash flow forecasting; * Cost-benefit analysis (CBA), including calculations of Economic Net Present Value (ENPV) and Economic Internal Rate of Return (EIRR); * Estimation of transportation-related costs, including fuel consumption, air pollution, time losses, and other relevant variables; * Comparative analysis of financing options, including public-private partnership (PPP) models.  1. **Land Value Capture (LVC) Mechanisms Assessment**  * Evaluation of potential land and real estate value appreciation due to the project; * Identification of applicable LVC tools (e.g., betterment levies, development fees, tax increment financing, joint development), contextualized within Armenia’s legal and institutional framework; * Revenue forecasting based on LVC instruments; * Assessment of property tax increase potential within the project’s impact area, based on development scenarios, and identification of opportunities for earmarked reinvestment; * Proposals for legal, policy, or institutional improvements to enable the effective use of LVC mechanisms.  1. **Environmental and Social Impact Assessment (ESIA)**  * Identification and assessment of potential environmental and social impacts (including noise, vibration, emissions, land use changes, resettlement risks, etc.); * Evaluation of biodiversity, cultural heritage, and protected areas; * Preparation of an Environmental and Social Management Plan (ESMP); * Assessment of project alignment with Armenia’s Nationally Determined Contributions (NDCs) under the Paris Agreement and other relevant climate resilience policies.  1. **Road Safety Assessment**  * Road Safety Audit (RSA) of the proposed design options; * Analysis of accident data trends and identification of hazardous sections and black spots; * Safety rating of roads using the iRAP methodology or equivalent; * Proposal of engineering and organizational solutions to improve safety; * Analysis of impacts on vulnerable groups (pedestrians, cyclists, children, etc.).  1. **Risk Analysis**  * Identification of key risks (technical, financial, institutional, legal, social, and environmental); * Development of a risk matrix (including risk, likelihood, impact, risk level, etc.); * Description of mitigation and monitoring measures by risk category; * Uncertainty analysis of key financial and economic indicators using scenario analysis and/or Monte Carlo simulation; * Assessment of climate and seismic risks and preliminary approaches for ensuring resilience.   **9)** **Performance indicators**  a) Technical feasibility  − At least two alternative station layout or technical solution scenarios are presented.  − Clear technical constraints, risks and preliminary technical calculations are provided for each option.  − A seismic and structural hazard assessment is provided for the interaction of the existing bridge condition and the new station.  b) Economic and financial feasibility  − A CBA model is developed, including ENPV, EIRR, BCR and sensitivity analysis.  − Passenger flow forecast is based on data-driven scenarios, with at least “deep”, “baseline” and “optimistic” options.  − The financial model ensures transparency of aggregation and calculations, including CAPEX–OPEX separation.  c) Institutional and legal assessment  − A complete mapping of legal changes necessary for the implementation of the project is provided.  − The institutional capacity required for project management, including the roles of Yerevan Metro and Yerevan Municipality, should be assessed in detail.  d) Environmental and Social Impacts (initial at ESIA level)  − The main environmental and social impacts of the project should be identified.  − A package of mitigation measures should be proposed, consistent with ADB/WB/EBRD ESS requirements.  − The project’s compliance with NDC, Paris Agreement and national strategies should be assessed at an initial level.  e) Road Safety  − Potentially hazardous sections should be identified and engineering or organizational solutions should be proposed.  f) Land Value Restoration (LVC) and Territorial Impact  − The project’s impact on land and property value growth should be assessed by zoning.  g) Quality and Format of Work  − All calculations should be presented with methodology, data sources and assumptions.  − Open file of financial and economic model (Excel, unlocked),  − Summary report and summary of individual sections.  The research should be applicable in the next stages, for the development of the project task.   1. **Interim Deliverables:**   The consultant shall be required to submit the following interim results, including all relevant data sets and supporting documentation:   1. **Inception Report:**  * General work plan and methodology; * Description of required data sets and sources; * Evaluation, modeling, and analytical tools; * Detailed work schedule (e.g., Gantt chart or equivalent); * Specification of formats to be used.  1. **Baseline Assessment Report:**  * Socio-economic analysis of the project area; * Urban development context and policy framework; * Mapping of existing transport infrastructure and key stakeholders.  1. **Technical Feasibility Report:**  * Conceptual design options and spatial layout schemes; * Alternative station location assessments; * Evaluation of topographic, geological, and environmental constraints.  1. **Financial and Economic Analysis Report:**  * Cost-benefit analysis (CBA) and cash flow projections; * ENPV and EIRR calculations; * Monte Carlo simulation outputs showing uncertainty distributions; * Estimations of operational and maintenance (O&M) costs; * Comparative assessment of financing models, including PPP and LVC mechanisms.  1. **Land Value Capture (LVC) Assessment Report:**  * Forecast of potential property value increases; * Identification of applicable LVC instruments (e.g., tax increment financing, joint development); * Legal and institutional recommendations for implementation.  1. **Environmental and Social Impact Assessment (ESIA) Report:**  * Analysis of emissions, noise, and zoning-related impacts; * Draft Environmental and Social Management Plan (ESMP); * Climate and seismic resilience proposals.  1. **Risk Assessment and Mitigation Strategy:**  * Identification of technical, financial, institutional, and social risks; * Risk matrix and mitigation measures; * Scenario-based analysis of uncertainties.   Based on the draft inception report, the client shall convene a kick-off meeting with the consultant to discuss areas of mutual interest and critical design considerations.  All interim deliverables shall be subject to review and provisional approval by the client. The client shall provide comments and feedback to the consultant within five (5) working days of receipt of each deliverable. If no feedback is provided within that period, the deliverable shall be deemed approved by default.   1. **Final Deliverables**   The final deliverables shall be prepared based on the confirmation and/or acceptance of all interim deliverables by the client.   1. **Final Consolidated Report, including at minimum:**  * **Executive Summary**: Key project information, problem definition, objectives, impact area and demand analysis results, project scope and estimated investment cost, implementation timeline, summary of financial and economic analysis, implementation mechanisms, long-term sustainability, feasibility conclusion, and key recommendations. * **Situation Analysis**: Socio-economic context; strategic plans of the Government of Armenia and Yerevan Municipality; justification of the project’s necessity; comparison of current vs. proposed transport options; review of prior studies. * **Market and Demand Analysis**: Needs assessment and stakeholder segmentation; comparative analysis of alternatives (including climate adaptation where applicable); ~30-year demand projections for passenger flows and transport volumes; substitution potential of different transport modes; impacts on public transit routes, congestion, and pedestrian flows; integration with buses, taxis, cycling and walking routes; accessibility for persons with limited mobility or disabilities. * **Technical Feasibility**: Field surveys and spatial layout assessments; evaluation of alternative station locations; assessment of bridge rehabilitation needs; review of land access, geotechnical conditions, and constraints of existing metro infrastructure; integration with current metro network and impact on adjacent stations; structural and geologic risk assessments; mapping of utilities requiring relocation or modification; topographic cut in WGS-84 national geodetic coordinates; schematic station concept, platform design, entrances and urban integration; preliminary technical design; input parameters for construction, operation, and maintenance; capital and O&M cost estimations over lifecycle. * **Financial and Economic Evaluation**: Methodology and assumptions; cash flow analysis; cost estimates for the station and bridge; related infrastructure integration; revenue projections based on passenger flow forecasts; cost-benefit analysis, including ENPV and EIRR (with scenarios); identification of non-monetized benefits. * **Environmental and Social Assessment**: Methodology and assumptions; preliminary environmental assessment; identification of major risks (e.g., air quality, noise, vibration, ecological impacts); compliance with national regulations and international standards; identification and valuation of affected properties and rights; social impact assessment and Social Management Plan (including community and stakeholder engagement strategy); identification of cultural and heritage values. * **Financing and Budget Analysis**: Assessment of alternative financing models, including PPP and land value capture; state and municipal financing options; potential grant and loan opportunities from international financial institutions. * **Implementation and Operational Sustainability**: Capacity assessment of the implementing agency and infrastructure operator; outline of project implementation plan; institutional and operational governance framework. * **Risk and Sensitivity Analysis**: Identification of key risk sources and their potential impacts; results of uncertainty analysis; mitigation actions and risk management plan; sensitivity assessment of key financial and economic variables. * **Feasibility Conclusion**: Summarized insights from the feasibility analysis of various alternatives; final conclusions and recommendations for achieving the project’s goals with optimal solutions.  1. **Data and Models:**  * Excel files with unlocked formulas and full transparency of calculations; * GIS shapefiles for routing, impact zones, and infrastructure mapping; * Preliminary BIM-compatible design files; * Transport model datasets and forecasting tools.  1. **Presentation Slide Deck:**   A concise visual summary covering the project background, methodology, key findings by section, conclusions, and recommendations.   1. **Additional Provisions**   The Client undertakes to support the Consultant in obtaining necessary data and information in cases where such data are not publicly available or accessible in sufficient quality and volume and must be acquired from state or municipal authorities.  In such cases, the Consultant shall provide a detailed and justified data request together with the submission of the Inception Report.  The Client does not guarantee the full availability or completeness of requested data or information.  All interim and final deliverables must be submitted in both Armenian and English, unless otherwise agreed between the parties on a case-by-case basis.  All data, models, and documentation must be provided to the Client in open and transparent formats that allow for reproducibility, recalculation, and compatibility with GIS, Excel, and BIM environments.  The Client agrees to support, as necessary, the organization of meetings and discussions with relevant state agencies, municipal authorities, and other institutions.  The assignment shall be deemed complete and accepted once all reports, datasets, models, and slide decks defined in Sections 4 and 5 have been submitted in acceptable quality and formally acknowledged by the Client.  All rights to the outputs of this study shall remain the property of the Client. All reports, data, models, and analyses developed by the Consultant shall be considered part of the Client’s proprietary assets and may not be used for any other purpose without the Client’s prior written consent. | dram | 50,000,000 | 1 | 1/3 P. Buzand street, Yerevan 0010, Armenia | The provision of the service shall be carried out on the basis of the provision of financial resources for this purpose, from the date of signing the agreement between the parties up to and including the 120th calendar day, including:  1. Section "4. Interim Results" of the Technical Specification, "1) Preliminary Report" - within **30 calendar days**  2. Section "4. Interim Results" of the Technical Specification, from 2) to 7) - within **90 calendar days** |

2.1 Persons shall not be entitled to participate in this procedure if they:

1) have been declared bankrupt by a court decision as of the date of submission of the application;

2) if a person, or a member of their representative of the executive body was convicted during the five years prior to the date of submission of the application for the financing of terrorism, a crime involving child exploitation or human trafficking, creating or participating in a criminal partnership, receiving a bribe, giving a bribe or brokering a bribe, and crimes against economic activities provided for by law, except for cases where the conviction is extinguished or eliminated in accordance with the law.

3) in respect of which the administrative act establishing liability for anti-competitive agreement, abuse of dominant position or unfair competition in the field of procurement became unappealable within three years prior to the date of submission of the application, and in case of appeal, it was left unchanged․

4) who, as of the date of submission of the application, are included in the list of participants who do not have the right to participate in the procurement process published according to the procurement legislation of the countries that are members of the Eurasian Economic Union;

5) which are included in the list of participants who do not have the right to participate in the procurement process as of the date of submission of the application.

Moreover, if the participant was included in the lists provided for in sub-clauses 4 and 5 of this clause after the date of submission of the application, then his given application is not subject to rejection.

The participant is included in the list of participants who do not have the right to participate in the procurement process (hereinafter also the list) if:

* violated the obligation provided for in the contract or undertaken within the framework of the purchase process, which led to the unilateral termination of the contract by the customer or the termination of the given participant's further participation in the purchase process, and the participant did not pay the amount of the bid, contract and/or qualification security within the period specified by the invitation and/or contract;
* as a selected participant has refused or has been deprived of the right to enter into a contract.

2.2 In order to evaluate the right to participate, the participant must submit a written statement approved by him in the relevant clause of the invitation. In addition to the statement provided for in this clause, no other documents or justifications may be required from the participant, including the selected participant. The Evaluation Committee (hereinafter "Committee") evaluates the authenticity of the participant's statement based on the conditions set by this invitation.

2.3 The participant's inclusion in the list provided for in Article 6, Part 1, Clause 6, during the period of his stay in it, automatically leads to the restriction of the right of the affiliated persons to participate in the procurement process. It is prohibited for affiliated persons and/or entities established by the same person(s), or entities in which over 50% is owned by the same person(s), to participate simultaneously in the same procurement process (i.e. the same lot), except for organizations established by the state or communities and/or cases of joint participation (consortiums).

Following the meaning of Paragraph 119 of the Regulations:

Pursuant to Clause 119 of the Order:

1) natural persons are considered related if they are members of the same family, or manage a common economy, or joint business activity, or have acted in concert based on common economic interests,

2) natural and legal persons are considered related if they have acted in concert based on common economic interests, or if the given natural person or a member of his family is:

a. participant holding more than ten percent of the shares of the given legal entity;

b. A person who has the ability to predetermine the decisions of a legal entity in any other way not prohibited by the legislation of the Republic of Armenia.

c. chairman of the board of the given legal entity, deputy chairman of the board, member of the board, executive director, his deputy, chairman of the collegial body performing functions of the executive body, member.

d. an employee of a legal entity who works under the direct supervision of the executive director or has any significant influence on decision-making by the governing bodies of the legal entity;

3) participants who do not have the status of natural persons are considered related if:

a. the given person owns ten or more percent of another's voting shares (shares, stakes, hereinafter - share) with the right to vote, or by virtue of his participation or in accordance with the contract concluded between the given persons has the opportunity to predetermine the other's decisions;

b. The participant (shareholders) owning more than ten percent of the voting shares of one of them or having the ability to predetermine its decisions in any other way not prohibited by law, and (or) the participants (shareholders) or their family members (if the participant is a natural person) have the right to directly or indirectly own (including on the basis of sales, trust management, joint activity agreements, assignments or other transactions) the other one giving voting rights. more than ten percent of the shares or have the ability to predetermine the latter's decisions in any other way not prohibited by the legislation of the Republic of Armenia;

c. any management body of one of them or other persons performing such duties, as well as any of their family members is at the same time a member of any management body of the other person or other person performing such duties;

d. they act or are acting in concert based on common economic interests;

For the purposes of this clause, the father, mother, husband, parents of the husband, grandmother, grandfather, sister, brother, children, husband and children of a sister or brother are considered family members.

**The selected participant is determined in accordance with Part 2 of Article 44 of the "Procurement" Law, based on the principle of choosing the participant who obtained the highest coefficient from the sums of the coefficients given in the order specified in the invitation to the offered price and the non-price conditions specified in the invitation.**

2.4 The participant must possess the following in order to fulfill the obligations under the contract to be signed:

1) Professional experience

2) Human resources

The evaluation of the participant's application will be carried out according to the following criteria and order:

**The maximum amount of evaluation of the participant's application is set at 100 points.**

|  |  |
| --- | --- |
| **Evaluation criteria for the participant's application** | **Evaluation**  **Proportion** |
| **TECHNICAL PROPOSAL (TA = TA1 + TA2)**  **/Professional experience (TA1) and Labor resources (TA2)/** | **70 %** |
| **PRICE OFFER (PO)** | **30 %** |

2.4.1 Presented to the participant:

1) "Professional experience" qualification criterion is defined and evaluated in the following order:

|  |  |  |  |
| --- | --- | --- | --- |
| **N** | **Terms of the experience** | **Required documents and their submission conditions** | **Similarity** |
| 1 | The participant must have successfully completed at least **three (3) similar contracts** during the current year and the **previous seven (7) years**. A previously completed contract (or contracts) shall be considered **similar** if the volume of work performed under it (or their combined volume), expressed in monetary terms, is **not less than the price he/she offered** and relates to objects defined under Sub-points 4 and 5 of Point 26 of Annex 1 to Decision No. 596-N of the Government of the Republic of Armenia, dated March 19, 2015, "On Approving the Procedure for Issuing Permits and Other Documents for Development in the Republic of Armenia and Declaring Several Government Decisions Null and Void". These include residential, public, and industrial buildings. | * Copies of the executed contract(s) or agreement(s) * A copy of the act confirming the performance of the contract within the stipulated timeframe, signed by the contracting parties (acceptance certificate, etc.), or a written confirmation from the party that accepted the contract performance | Contracts for feasibility studies, conceptual design, or detailed design documentation for metro and/or railway stations, tunnels, or public transport infrastructure projects that include components of urban planning or transport integration. |

2) "Labor resources" qualification criterion is defined and evaluated in the following order:

a) the staff should include specialists in the field of high or higher risk facilities, with appropriate qualifications and work experience, with the following composition:

1. **Team Leader**  
   **General Qualifications:**

* Minimum of 15 years of experience in managing metro and/or railway projects
* At least 2 projects involving the implementation of metro and/or railway feasibility or design assignments
* Master’s degree or PhD in urban planning or transport engineering

Proven leadership in project coordination and contract management

1. **Transport/Railway Systems Specialist**  
   **General Qualifications:**

* Minimum of 10 years of experience in metro and/or railway transport planning and passenger demand modeling
* Experience in multimodal transport integration an and/or d station accessibility
* Proficiency and application of railway simulation tools (e.g., PTV VISSIM, Aimsun, AnyLogic, etc.) will be considered as an advantage

1. **Civil/Structural Engineer**  
   **General Qualifications:**

* At least 10 years of experience in the design of metro stations and/or tunnels (including preparation of design and cost estimate documentation for the construction and major rehabilitation of metro and/or tunnel facilities, as well as urban road rehabilitation works).
* Strong knowledge in seismic design, structural integration, and/or tunnel reinforcement

1. **Geotechnical Specialist**

**General Qualifications:**

* Minimum of 10 years of experience in soil mechanics, foundation engineering, and/or geological surveys for metro stations

Participation in at least 2 metro and/or railway projects

1. **Seismic Engineer**  
   **General Qualifications:**

* Minimum of 10 years of experience in soil mechanics, foundation engineering, and/or geological surveys for metro stations

Participation in at least 2 metro and/or railway projects implemented in seismically active zones

**6․ Electromechanical and Power Systems Engineer**  
**General Qualifications:**

* Minimum of 5 years of experience in metro power supply, traction systems, and/or station electrical infrastructure
* Skills in substation design, signaling systems, ventilation, and energy efficiency solutions

**7․ Environmental and Social Specialist**  
 **General Qualifications:**

* Minimum of 5 years of experience in environmental and social impact assessments for infrastructure projects
* Expertise in mitigation strategies for noise, air pollution, and land acquisition/resettlement issues

**8․ Cost Estimation and Financial Specialist**  
**General Qualifications:**

* Minimum of 10 years of experience in cost estimation, budgeting, and financial modeling for infrastructure projects
* Significant experience in tender pricing, value engineering, and Bill of Quantities (BoQ) preparation will be considered as an advantage

**9․ Land Acquisition and Resettlement Specialist**  
**General Qualifications:**

* Minimum of 5 years of experience in land acquisition planning, property valuation, and resettlement

**The materials are presented in accordance with national construction and international metro design standards and norms.**

**At least one of the professionals included in the staff submits the relevant licenses and certificates with the application, in accordance with the Law of the Republic of Armenia "On Architectural Activities" of December 6, 2017 and the Resolution of the Government of the Republic of Armenia No. 2106-N of November 30, 2023, and relevant qualification and other documents required within the framework of the field.**

Table 1:

Minimum number of specialists per project (portion).

|  |  |  |
| --- | --- | --- |
| N | Specialist | Number |
|  | Team leader | 1 |
|  | Senior Transportation and/or /Rail Systems Specialist | 1 |
|  | Senior Civil/Structural Engineer | 1 |
|  | Geotechnical Specialist | 1 |
|  | Seismic Engineer | 1 |
|  | Electromechanical and power systems engineer | 1 |
|  | Environmental and social specialist | 1 |
|  | Costing and Finance Specialist | 1 |
|  | Land acquisition and resettlement specialist | 1 |

b) the participant, as a substantiating document of the qualification criterion, submits the data on the staff proposed for the execution of the contract in the following form:

|  |  |  |  |
| --- | --- | --- | --- |
| Professionals included in the main staff | | | |
| name, surname | Qualification: | Work experience | |
| time slot | Field of activity and work performed |
| 1. |  |  |  |
| 2. |  |  |  |
| 3. |  |  |  |

Moreover, in order to justify the availability of labor resources, the Participant submits the written agreements approved by the specialist (specialists) involved in the nominated staff. **/Clearly indicating the employee's participation in the given portion in the presented agreements/**- about the participation of the latter in the services to be provided, as well as copies of passports of specialists and documents certifying qualification, the certificate provided by the RA Urban Development Committee and other supporting documents;

The qualification of the participant according to this criterion is assessed as sufficient if the latter provides the conditions and requirements provided for in this subsection.

**The participants' compliance with the qualification criteria is assessed as follows:**

| **No** | **Qualification Criteria** | **Evaluation Points** | **Requirements for Evaluation** |
| --- | --- | --- | --- |
| 1 | Professional experience (TA1) | 20-40 | * The minimum threshold score is set at 20 points, and the maximum score is 40 points. * The minimum score will be awarded if the bidder submits three (3) contract packages that meet the conditions described in Section 2.4.1 “Requirements for Experience.” * Each additional similar contract submitted will receive an extra 5 points. * Each additional similar contract implemented in a seismic zone will receive an extra 5 points. * Each additional similar contract financed by international financial institutions or implemented under other international programs will receive an extra 5 points. * **Only fully completed (finished) contracts will be considered.** |
| 2 | Labor resources (TA2) | 20-30 | * The minimum threshold score is set at 20 points, and the maximum score is 30 points. * The minimum score is awarded if the proposed team members meet the mandatory minimum requirements defined in the Invitation. * An additional 3 points will be awarded if international experts are proposed for key positions (Team Leader and Transport and/or Rail Systems Specialist), beyond the minimum requirements. * An additional 4 points will be awarded if a Digital Engineering Specialist is included in the team, with expertise in BIM, GIS, AR/VR, or other innovative digital systems, beyond the minimum requirements. * An additional 4 points will be awarded in case a specialist with knowledge and application of railway simulation tools (PTV VISSIM, Aimsun, AnyLogic, etc.) is engaged. |

Participants' applications are evaluated in the following order:

a. The financial offer of the participant who submitted the lowest price offer is evaluated by one hundred points, and the points given to the financial offers of other participants are calculated according to the following formula:

GM = NG X 100/GG,

and

GM is the unit assigned to the bid.

NG is the minimum price,

GG is the price offered by the evaluated participant,

b. The grade given to each participant who is rated satisfactory is calculated by the following formula:

MG = (GM X 0.3) + (TA X 0.7),

and

MG is the grade given to the participant,

GM is the unit given to the bidder's bid,

TA is the score given to the technical proposal of the participant. TA=TA1+TA2   
The participant with the highest grade (MG) is recognized as the selected participant.

**The fact that the participant does not meet the non-price minimum conditions is the basis for the rejection of the bid and this fact is considered a violation of the obligation undertaken within the framework of the purchase process.**

2.5 The contract to be concluded within the framework of this procedure can be implemented by signing a subcontract. A participant submitting an application to participate in this procedure (the same portion) cannot be a party to the subcontract.

2.6 Participants can participate in this procedure in the order of joint activity (consortium). In such a case:

1) one of the parties to the joint activity contract cannot submit a separate application for the same procedure (for the same portion).

2) The participants are jointly and severally liable. Moreover, in case of withdrawal of the consortium member from the consortium, the contract signed by the client with the consortium is unilaterally terminated and the measures of responsibility provided by the contract are applied to the consortium members.  
 In case the participant is recognized as the selected participant, within the period specified by Article 35 of the Law, he submits the contract security in the manner specified in the invitation, which is equal to the purchase price. **to 10%**: [[1]](#footnote-1)

**Possibility and maximum amount of prepayment**

|  |  |  |
| --- | --- | --- |
| Prepayment ddistribution | | |
| **Lot Number** | **Maximum Amount**  **(in AMD)** | **Term (month, year)** |
| 1 | **Not provided** | - |

1. ***The amount of the contract security is determined by the responsible department. It cannot be less than ten percent of the purchase price.*** [↑](#footnote-ref-1)