

**Konkursa procedūra ar sarunām
„Inženiertehniskie pakalpojumi Rail Baltica kontroles, vadības un signalizācijas apakšsistēmas
ieviešanas sagatavošanai, iepirkumam un uzraudzībai”,
identifikācijas numurs: RBR 2020/18,**

**Competitive Procedure with Negotiation
“Engineering services for preparation, procurement and supervision of Rail Baltica Control-Command
and Signalling subsystem deployment”,
identification number: RBR 2020/18,**

ZIŅOJUMS / REPORT
Rīgā / In Riga

2021. gada 7. oktobrī

On 7 October 2021

Pasūtītājs: RB Rail AS, reģistrācijas numurs: 40103845025, juridiskā adrese: Krišjāņa Valdemāra iela 8-7, Rīga, LV-1010, Latvija.

Contracting authority: RB Rail AS, registration number 40103845025, registered address: Krišjāņa Valdemāra iela 8-7, Riga, LV-1010, Latvia.

Iepirkuma procedūra un identifikācijas numurs: konkursa procedūra ar sarunām „Inženiertehniskie pakalpojumi Rail Baltica kontroles, vadības un signalizācijas apakšsistēmas ieviešanas sagatavošanai, iepirkumam un uzraudzībai”, identifikācijas numurs: RBR 2020/18.

Procurement procedure and identification number: competitive procedure with negotiation “Engineering services for preparation, procurement and supervision of Rail Baltica Control-Command and Signalling subsystem deployment”, identification number: RBR 2020/18.

Pamatojums iepirkuma procedūras izvēlei:

Saskaņā ar Publisko iepirkumu likuma 8. panta sestās daļas 3. un 4. punktu - pasūtītājs nevar iepirkuma līguma slēgšanas tiesības piešķirt bez iepriekšējām sarunām īpašu apstākļu dēļ, kas attiecas uz iepirkuma raksturu, sarežģītību vai juridisko un finansiālo struktūru, vai ar tiem saistīto risku dēļ, kā arī pasūtītājs nevar pietiekami precīzi sagatavot tehniskās specifikācijas, atsaucoties uz standartiem, Eiropas tehnisko novērtējumu, kopējām tehniskajām specifikācijām vai tehniskajām atsaucēm.

Justification of chosen procurement procedure:

According to the Section 8, Paragraph six, Clause 3 and 4 of the Public Procurement Law of Republic of Latvia – as the Contracting authority cannot award the procurement contract without prior negotiations because of specific circumstances related to the nature, the complexity or the legal and financial make-up of the procurement, or because of the risks attaching to them as well as because the Contracting authority is not able to provide sufficiently precise technical specifications with reference to standards, European Technical Assessment, common technical specifications and technical references.

Līguma priekšmets: Inženiertehniskie pakalpojumi Rail Baltica kontroles, vadības un signalizācijas apakšsistēmas ieviešanas sagatavošanai, iepirkumam un uzraudzībai.

Subject-matter of the Contract: Engineering services for preparation, procurement and supervision of Rail Baltica Control-Command and Signalling subsystem deployment.

Datums, kad paziņojums par līgumu publicēts iepirkumu uzraudzības biroja tīmekļvietnē:

2020. gada 30. oktobris.

Paziņojums par grozījumiem - 2020. gada 26. novembris.

Contract notice publication date on website of Procurement Monitoring Bureau:

30 October 2020.

Notice on amendments published - 26 November 2020.

Datums, kad paziņojums par līgumu publicēts Eiropas Savienības Oficiālajā Vēstnesī:

2020. gada 2. novembris (2020/S 213-522113).
Paziņojums par grozījumiem – 2020. gada 27. novembris (2020/S 232-572890).

Iepirkuma komisija: tās sastāvs apstiprināts ar RB Rail AS valdes 2020. gada 20. oktobra rīkojumu Nr. 1.9-19 (ar grozījumiem: 2021. gada 12. marta rīkojums Nr. 1.9-2021-5) šādā sastāvā:

Iepirkuma komisijas priekšsēdētāja A. Benfelde – Iepirkumu vadītāja;
Iepirkuma komisijas priekšsēdētājas vietniece/sekretāre V. Ezergaile - Iepirkumu speciāliste – juriste;
Iepirkuma komisijas loceklis A. Losāns – Dzelzceļa sistēmu tehnisko projektu vadītājs;
Iepirkuma komisijas loceklis A. Mislēvičs – Dzelzceļa sistēmu un komunikāciju sistēmu menedžeris;
Iepirkuma komisijas loceklis D. Holstroms – Dzelzceļa sistēmu inženieris.

Iepirkuma komisijas piesaistīti eksperti:

RB Rail AS:

A. Kalniņa - Risku vadītāja;
A. Saulītis - Veselības aizsardzības un darba drošības vadītājs;
A. Šnirpūnas - Elektroapgādes un enerģētikas nodaļas vadītājs;
E. Calixto - RAMS vadītājs;
J.M. Bedmar - Sistēmu un darbību departamenta vadītājs;
J.M. Galimont - Vecākais ekspluatācijas inženieris;
K. Piho - Dzelzceļa ekspluatācijas vadītāja v.i.;
K. Piirsalu - Iepirkuma nodaļas vadītājs;
K. Rudzis - Dzelzceļa sistēmu projektu vadības vadītājs/ Dzelzceļa sistēmu un darbību departamenta vadītāja vietnieks;
M. Dzelme - Drošības departamenta vadītājs;
M. Millers - BIM un AIM koordinators;
M. Ulāns - Teritoriālās plānošanas un vides nodaļas vadītājs;
R. Blagnytė - Galvenais vides eksperts;
R. Bušmanis - Virtuālās projektēšanas un būvniecības departamenta vadītājs;
R. Muhitovs - Vecākais plānošanas inženieris;
U. Sabulis - Elektrifikācijas projektu vadītājs;
V. Kačanovskij - Jurists nekustamo īpašumu un būvniecības jautājumos;
V. Palu - Izmaksu inženiere.

Contract notice publication date in the Official Journal of the European Union:

2 November 2020 (2020/S 213-522113).
Notice on amendments published -27 November 2020 (2020/S 232-572890).

Procurement commission: composition of which has been approved by the Management Board of RB Rail AS with order No 1.9-19 dated 20 October 2020 (with amendments: order No 1.9-2021-5 dated 12 March 2021), consisting of:

Procurement commission chairperson A. Benfelde – Procurement Manager.
Procurement commission vice-chairperson/secretary V. Ezergaile - Procurement Specialist – Lawyer;
Procurement commission member A. Losāns – Technical Project Manager Railway Systems;
Procurement commission member A. Mislēvičs – Railway System and Communications Systems Manager;
Procurement commission member D. Holstroms – Railway System Engineer.

Procurement commission's invited experts:

RB Rail AS:

A. Kalniņa - Risk Manager;
A. Saulītis - Health and Safety Manager;
A. Šnirpūnas - Power Supply Team Leader;
E. Calixto - RAMS Manager;
J.M. Bedmar - Head of Systems and Operation Department;
J.M. Galimont - Senior Operation Engineer;
K. Piho - Acting Railway Operation Team Leader;
K. Piirsalu - Chief Procurement Officer;
K. Rudzis - Systems Project Management Team Leader / Deputy Head of Railway System and Operation department;
M. Dzelme - Head of Security department;
M. Millers - BIM and AIM Coordinator;
M. Ulāns - Spatial Planning and Environment Team Leader;
R. Blagnytė - Environmental Lead Expert;
R. Bušmanis - Head of Virtual Design and Construction department;
R. Muhitovs - Senior Planning Engineer;
U. Sabulis - ENE Project Manager;
V. Kačanovskij - Real Estate and Construction Lawyer;
V. Palu - Cost Engineer.

Iepirkuma procedūras dokumentācijas sagatavotāji:
Iepirkuma komisija;

RB Rail AS:

A. Billington - Inovāciju un ilgtspējas eksperts;
A. Kalniņa - Risku vadītāja;
A. Saulītis - Veselības aizsardzības un darba drošības vadītājs;
A. Šnirpūnas - Elektroapgādes un enerģētikas nodaļas vadītājs;
E. Calixto - RAMS vadītājs;
J.M. Bedmar - Sistēmu un darbību departamenta vadītājs;
J.M. Galimont - Vecākais ekspluatācijas inženieris;
K. Piho - Dzelzceļa ekspluatācijas vadītāja v.i.;
K. Rudzis - Dzelzceļa sistēmu projektu vadības vadītājs/
Dzelzceļa sistēmu un darbību departamenta vadītāja vietnieks;
M. Dzelme - Drošības departamenta vadītājs;
M. Ulāns - Teritoriālās plānošanas un vides nodaļas vadītājs;
R. Blagnyte - Galvenais vides eksperts;
R. Bušmanis - Virtuālās projektēšanas un būvniecības departamenta vadītājs;
R. Muhitovs - Vecākais plānošanas inženieris;
U. Sabulis - Elektrifikācijas projektu vadītājs;
V. Kačanovskij - Jurists nekustamo īpašumu un būvniecības jautājumos;
V. Palu - Izmaksu inženiere.

Kandidātiem noteiktās kvalifikācijas prasības:
noteiktas konkursa procedūras ar sarunām „Inžinier tehniskie pakalpojumi Rail Baltica kontroles, vadības un signalizācijas apakšsistēmas ieviešanas sagatavošanai, iepirkumam un uzraudzībai” kandidātu atlases nolikumā.

Pieteikumu iesniegšanas termiņš: 2020. gada 14. decembris, līdz plkst. 15:00.

Paredzētā pieteikumu atvēršanas vieta, datums un laiks: Elektronisko iepirkumu sistēmas E-konkursu apakšsistēma, 2020. gada 14. decembris, plkst. 15:00.

Iesniegtie pieteikumi:

Nr.	Kandidāts
1.	Personu Ardanuy Ingeniería S.A., Setec Ferroviaria un Ove Arup & Partners Ireland LTD apvienība
2.	Personu DB Engineering & Consulting GmbH, Rambøll Danmark A/S un Ingeniería y Economía del Transporte S.M.E. M.P. S.A. apvienība

Persons preparing the procurement procedure documentation:

Procurement commission;

RB Rail AS:

A. Billington - Innovation and Sustainability Expert.
A. Kalniņa - Risku vadītāja;
A. Saulītis - Health and Safety Manager;
A. Šnirpūnas - Power Supply Team Leader;
E. Calixto - RAMS Manager;
J.M. Bedmar - Head of Systems and Operation Department;
J.M. Galimont - Senior Operation Engineer;
K. Piho - Acting Railway Operation Team Leader;
K. Rudzis - Systems Project Management Team Leader / Deputy Head of Railway System and Operation department;
M. Dzelme - Head of Security department;
M. Ulāns - Spatial Planning and Environment Team Leader;
R. Blagnyte - Environmental Lead Expert;
R. Bušmanis - Head of Virtual Design and Construction department;
R. Muhitovs - Senior Planning Engineer;
U. Sabulis - ENE Project Manager;
V. Kačanovskij - Real Estate and Construction Lawyer;
V. Palu - Cost Engineer.

Qualification requirements for candidates:
stipulated in candidate selection regulations of the competitive procedure with negotiation “Engineering services for preparation, procurement and supervision of Rail Baltica Control-Command and Signalling subsystem deployment”.

Submission date of applications: 14 December 2020 till 15:00.

The planned place, date and time for the opening of applications: E-Tender subsystem of Electronic Procurement System, 14 December 2020, at 15:00.

Submitted applications:

No	Candidate
1.	Partnership formed by Ardanuy Ingeniería S.A., Setec Ferroviaria and Ove Arup & Partners Ireland LTD
2.	Partnership formed by DB Engineering & Consulting GmbH, Rambøll Danmark A/S and Ingeniería y Economía del Transporte S.M.E. M.P. S.A.

3.	Atkins Danmark A/S
4.	Personu PARSONS Group International Limited un Transurb SA apvienība
5.	SENER Ingeniería y Sistemas, S.A.
6.	Personu SYSTRA SA, ITALFERR S.P.A. un EGIS RAIL SA apvienība

3.	Atkins Danmark A/S
4.	Partnership formed by PARSONS Group International Limited and Transurb SA
5.	SENER Ingeniería y Sistemas, S.A.
6.	Partnership formed by SYSTRA SA, ITALFERR S.P.A. and EGIS RAIL SA

Noraidītie kandidātu pieteikumi:

- Personu Ardanuy Ingeniería S.A., Setec Ferroviaire un Ove Arup & Partners Ireland LTD apvienības pieteikums - kā neatbilstošs 1.posma nolikuma 5.1.3. punkta prasībām;
- Personu PARSONS Group International Limited un Transurb SA apvienības pieteikums - kā neatbilstošs 1.posma nolikuma 5.1.3. punkta prasībām;
- SENER Ingeniería y Sistemas, S.A. pieteikums - kā neatbilstošs 1.posma nolikuma 5.1.1. un 5.1.3. punkta prasībām.

Rejected candidates' applications:

- Application of the partnership formed by Ardanuy Ingeniería S.A., Setec Ferroviaire and Ove Arup & Partners Ireland LTD - as non-compliant to Section 5.1.3 of the 1st stage regulations;
- Application of the partnership formed by PARSONS Group International Limited and Transurb SA - as non-compliant to Section 5.1.3 of the 1st stage regulations;
- Application of SENER Ingeniería y Sistemas, S.A. - as non-compliant to Section 5.1.1 and 5.1.3 of the 1st stage regulations.

Piedāvājuma izvēles kritērijs: saimnieciski visizdevīgākais piedāvājums.

Selection criteria: the most economically advantageous proposal.

Piedāvājumu iesniegšanas termiņš:

- Sākotnējo piedāvājumu iesniegšanas termiņš – 2021. gada 26. jūlijs līdz plkst. 15:00;
- Galīgo piedāvājumu iesniegšanas termiņš – 2021. gada 23. septembris.

Submission date of proposals:

- Submission date for initial proposals – 26 July 2021 till 15:00;
- Submission date for final bids – 23 September 2021.

Paredzētā sākotnējo piedāvājumu atvēršanas vieta, datums un laiks: Elektronisko iepirkumu sistēmas E-konkursu apakšsistēma, 2021. gada 26. jūlijs plkst. 15:00.

The planned place, date and time for the opening of initial proposals: E-Tender subsystem of Electronic Procurement System, 26 July 2021, at 15:00.

Iesniegtie divi sākotnējie piedāvājumi un piedāvātās cenas:

Submitted two initial proposals and the proposed prices:

Nr.	Pretendents	Piedāvātā līgumcena (EUR bez PVN)
1.	Personu DB Engineering & Consulting GmbH, Rambøll Danmark A/S un Ingeniería y Economía del Transporte S.M.E. M.P. S.A. apvienība	45 661 529,99*
2.	Personu SYSTRA SA, ITALFERR S.P.A. un EGIS RAIL SA apvienība	32 622 263,50

* Pēc aritmētisko kļūdu labojuma

No.	Tenderer	Proposed agreement price (EUR without VAT)
1.	Partnership formed by DB Engineering & Consulting GmbH, Rambøll Danmark A/S and Ingeniería y Economía del Transporte S.M.E. M.P. S.A.	45 661 529,99*
2.	Partnership formed by SYSTRA SA, ITALFERR S.P.A. and EGIS RAIL SA	32 622 263,50

* After correction of arithmetical errors

Nr.	Pretendents	Vadošo ekspertu dienas likmju summa variācijām/ neobligātajam apjomam, strādājot attālināti (EUR bez PVN)
1.	Personu DB Engineering & Consulting GmbH, Rambøll Danmark A/S un Ingeniería y Economía del Transporte S.M.E. M.P. S.A. apvienība	11 910,79
2.	Personu SYSTRA SA, ITALFERR S.P.A. un EGIS RAIL SA apvienība	10 800,00

No.	Tenderer	Variations/ Optional scope Lead-Experts daily rate sum in remote office (EUR without VAT)
1.	Partnership formed by DB Engineering & Consulting GmbH, Rambøll Danmark A/S and Ingeniería y Economía del Transporte S.M.E. M.P. S.A.	11 910,79
2.	Partnership formed by SYSTRA SA, ITALFERR S.P.A. and EGIS RAIL SA	10 800,00

Nr.	Pretendents	Vadošo ekspertu dienas likmju summa variācijām/ neobligātajam apjomam, strādājot pastāvīgā birojā Baltijas valstīs (EUR bez PVN)
1.	Personu DB Engineering & Consulting GmbH, Rambøll Danmark A/S un Ingeniería y Economía del Transporte S.M.E. M.P. S.A. apvienība	13 262,91
2.	Personu SYSTRA SA, ITALFERR S.P.A. un EGIS RAIL SA apvienība	11 360,00

No.	Tenderer	Variations/ Optional scope Lead-Experts daily rate sum in permanent office in the Baltic states (EUR without VAT)
1.	Partnership formed by DB Engineering & Consulting GmbH, Rambøll Danmark A/S and Ingeniería y Economía del Transporte S.M.E. M.P. S.A.	13 262,91
2.	Partnership formed by SYSTRA SA, ITALFERR S.P.A. and EGIS RAIL SA	11 360,00

Sarunu posmi un to rezultāti:

Ņemot vērā vienu veikto sarunu posmu, iesniegts viens galīgais piedāvājums ar šādām piedāvātājam līgumcēnām un saņemto punktu skaitu:

Nr.	Pretendents	Piedāvātā līgumcena (EUR bez PVN)
1.	Personu SYSTRA SA, ITALFERR S.P.A. un EGIS RAIL SA apvienība	32 310 864,50

Negotiations rounds and the results:

According to one negotiation round, there have been submitted one final bid with the following proposed agreement price and obtained score:

No.	Tenderer	Proposed Agreement price (EUR without VAT)
1.	Partnership formed by SYSTRA SA, ITALFERR S.P.A. and EGIS RAIL SA	32 310 864,50

Nr.	Pretendents	Vadošo ekspertu dienas likmju summa variācijām/ neobligātajam apjomam, strādājot attālināti (EUR bez PVN)
1.	Personu SYSTRA SA, ITALFERR S.P.A. un EGIS RAIL SA apvienība	10 800,00

No.	Tenderer	Variations/ Optional scope Lead-Experts daily rate sum in remote office (EUR without VAT)
1.	Partnership formed by SYSTRA SA, ITALFERR S.P.A. and EGIS RAIL SA	10 800,00

Nr.	Pretendents	Vadošo ekspertu dienas likmju summa variācijām/ neobligātajam apjomam, strādājot pastāvīgā birojā Baltijas valstīs (EUR bez PVN)
1.	Personu SYSTRA SA, ITALFERR S.P.A. un EGIS RAIL SA apvienība	11 360,00

No.	Tenderer	Variations/ Optional scope Lead-Experts daily rate sum in permanent office in the Baltic states (EUR without VAT)
1.	Partnership formed by SYSTRA SA, ITALFERR S.P.A. and EGIS RAIL SA	11 360,00

Pretendents, ar kuru tiks slēgts līgums, un pamatojums lēmumam piešķirt līguma slēgšanas tiesības:

Pamatojoties uz uzaicinājuma iesniegt sākotnējos piedāvājumus (turpmāk - Uzaicinājums) 16.1. punktu, iepirkuma komisija nolēma līguma slēgšanas tiesības piešķirt personu SYSTRA SA, ITALFERR S.P.A. un EGIS RAIL SA apvienībai kā saimnieciski visizdevīgākajam piedāvājumam ar kopējo punktu skaitu 73.

Personu SYSTRA SA, ITALFERR S.P.A. un EGIS RAIL SA apvienības galīgā piedāvājuma vērtēšanas kopsavilkums

Nr.	Vērtēšanas kritērijs	Maksimālais punktu skaits	Saņemtais punktu skaits
1.	Tehniskais piedāvājums	70	43
1.1	CCS inženiertehnisko pakalpojumu sniegšanas apraksta kvalitāte	35	15
1.2	Piedāvāto vadošo ekspertu pieredze	35	28
2.	Finanšu piedāvājums	30	30
2.1	Piedāvātā līguma summa, EUR bez PVN	28	28
2.2	Variācijas/neobligātais apjoms, ekspertu dienas likmes summa (EUR bez PVN)	2	2
Kopā:		100	73

The tenderer awarded the contract rights and justification for the decision to award the contract rights:

In accordance with Section 16.1 of the Invitation to submit initial bids (hereinafter - Invitation) the Procurement commission decided to award the contract rights to partnership formed by SYSTRA SA, ITALFERR S.P.A. and EGIS RAIL SA as most economically advantageous proposal with total score 73 points.

Summary of partnership's formed by SYSTRA SA, ITALFERR S.P.A. and EGIS RAIL SA final bid evaluation

No	Evaluation criteria	Maximum possible score	Obtained score
1.	Technical proposal	70	43
1.1	Quality of the description of provision of CCS Engineering services	35	15
1.2	Experience of proposed Lead-Experts	35	28
2.	Financial proposal	30	30
2.1.	Proposed agreement price, EUR excl. VAT	28	28

2.2.	Variations/Optional scope Experts daily rate sum, EUR excl. VAT	2	2
Total:		100	73

Pretendenta, ar kuru tiks slēgts līgums, piesaistītie apakšuzņēmēji un tiem nododamo darbu apraksts: Cylus (Reģ. Nr. 515645919) - kibernetikas drošības jautājumi (nododamo darbu apjoms 4,5%, 1 467 445,00 EUR bez PVN).

Subcontractors of the tenderer awarded the contract rights and description of the services assigned to them: Cylus (Reg No 515645919) - cybersecurity topics (amount of assigned services 4,5%, 1 467 445,00 EUR excl. VAT).

Noraidītie piedāvājumi:

Personu DB Engineering & Consulting GmbH, Rambøll Danmark A/S un Ingeniería y Economía del Transporte S.M.E. M.P. S.A. apvienības sākotnējais piedāvājums – kā neatbilstošs Uzaicinājuma 6.4. punktā un Uzaicinājuma 4. pielikuma "Pakalpojumu paketes un cenu noteikšanas prasības" 2.5.punktā noteiktajām prasībām.

Rejected proposals:

Initial proposal of the partnership formed by Partnership formed by DB Engineering & Consulting GmbH, Rambøll Danmark A/S and Ingeniería y Economía del Transporte S.M.E. M.P. S.A. - as non-compliant to requirements stipulated in the Section 6.4 of the Invitation and Section 2.5 of Annex 4 "Service packages & pricing requirements" to the Invitation.

Konstatētie interešu konflikti un pasākumi, kas veikti to novēršanai: nav konstatēti.

Identified conflicts of interest and measures taken to prevent them: not detected.

Piedāvājumu vērtēšanas kopsavilkums un pamatojums: pievienots pielikumā.

Summary of proposal evaluation and justification: enclosed in annex.

Iepirkuma komisijas priekšsēdētāja
Procurement commission chairperson

A. Benfelde

ŠIS DOKUMENTS IR PARAKSTĪTS AR DROŠU ELEKTRONISKO PARAKSTU UN SATUR LAIKA ZĪMOGU/
THIS DOCUMENT HAS BEEN SIGNED WITH A SAFE ELECTRONIC SIGNATURE AND CONTAINS A TIME-STAMP

Evaluation summary for the competitive procedure with negotiations
 “ENGINEERING SERVICES FOR PREPARATION, PROCUREMENT AND SUPERVISION OF RAIL BALTICA CONTROL-COMMAND AND SIGNALLING SUBSYSTEM
 DEPLOYMENT”
 (ID No RBR 2020/18)

Selection of the most economically advantageous proposal

No.	Criteria	Maximum possible score (points)	Points assigned				
			Procurement commission member I	Procurement commission member II	Procurement commission member III	Procurement commission member IV	Procurement commission member V
14.5	TECHNICAL PROPOSAL	70	Partnership formed by SYSTRA SA, ITALFERR S.P.A. and EGIS RAIL SA				
14.5.3	Quality of the description of provision of CCS Engineering services	35					
Proposed Rail Baltica CCS subsystem deployment strategy							
	<p>Highly detailed</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the best practice of industry and Tenderer’s experience and provides a deep understanding about the way and means of provision of CCS Engineering services. Description of the task is outstanding, prepared in highly detailed and well-structured manner and consistency between all parts of the Technical proposal is fully comprehensible, which illustrates that the Tenderer has deep understanding of the subject-matter.</p> <p>In addition, Tenderer in the description has explained in detail how it will reach the main targets and goals of the Rail Baltica CCS</p>	11	-	-	-	-	-

Evaluation summary for the competitive procedure with negotiations
“ENGINEERING SERVICES FOR PREPARATION, PROCUREMENT AND SUPERVISION OF RAIL BALTICA CONTROL-COMMAND AND SIGNALLING SUBSYSTEM
DEPLOYMENT”
(ID No RBR 2020/18)

	subsystem set in the Chapter 2.1.8.3. – 2.1.8.7. of the Annex No 1 “Scope of Services” of the Invitation.						
	<p>Good level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the best practice of industry and Tenderer’s experience and provides a clear understanding about the way and means of provision of CCS Engineering services. Description of the task is good, prepared in detailed and structured manner and consistency between all parts of the Technical proposal is fully comprehensible.</p>	6	-	-	-	6	6
	<p>Satisfactory level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the reasonable manner and provides an idea about the way and means of provision of CCS Engineering services. Description of the task is satisfactory, prepared in detailed and structured manner.</p>	2	2	2	2	-	-
	<p>Insufficient level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, but it offers very general idea about the way and means of provision of the Services. The Technical proposal consists of unanswered or significantly inadequate and/or incomplete solutions to the required specific tasks.</p>	0	-	-	-	-	-
Proposed Preparatory phase services							
	<p>Highly detailed</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the best practice of the industry and Tenderer’s experience and provides a deep understanding about the way and means of provision of CCS Engineering services. Description of the task is outstanding, prepared in highly detailed and well-structured</p>	11	-	-	-	-	-

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	<p>manner and consistency between all parts of the Technical proposal is fully comprehensible, which illustrates that the Tenderer has deep understanding of the subject-matter.</p> <p>In addition, Tenderer has proposed following:</p> <ul style="list-style-type: none"> - management of interfaces of CCS subsystem for Rail Baltica main line, all Local facilities and all 1520 mm infrastructure which are crossed at grade by 1435 mm main line tracks incl. all 1520 mm Interlocking, Signalling, Train Protection, TMS and ICT systems at locations where 1435 mm and 1520 mm gauge tracks cross each other at one level¹ (e.g., Kaunas, Palemonas, Vilnius, Muuga, Salaspils), or 1435 mm and 1520 mm are implemented as gauntlet track (e.g., in Kaunas tunnel); - strategy for introduction of FRMCS considering deployment of GSM-R at the initial stage and migration to FRMCS in terms of the Works Contract and cross-border operations with Polish network, PKP-PLK. 						
	<p>Good level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the best practice of the industry and Tenderer’s experience and provides a clear understanding about the way and means of provision of CCS Engineering services. Description of the task is good, prepared in detailed and structured manner and consistency between all parts of the Technical proposal is fully comprehensible.</p>	5	5	5	5	5	5
	<p>Satisfactory level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the reasonable manner and provides an idea about the way and means of provision of CCS Engineering services. Description of the task is satisfactory, prepared in detailed and structured manner.</p>	2	-	-	-	-	-

¹ Crossing of 1435 mm and 1520 mm gauge tracks at one level is implemented by means of specific gauge crossings.

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	<p>Insufficient level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, but it offers very general idea about the way and means of provision of the Services. The Technical proposal consists of unanswered or significantly inadequate and/or incomplete solutions to the required specific tasks.</p>	0	-	-	-	-	-
Proposed CCS Engineering services mobilization plan							
	<p>Highly detailed</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the best practice of industry and Tenderer’s experience and provides a deep understanding about the way and means of provision of CCS Engineering services. Description of the task is outstanding, prepared in highly detailed and well-structured manner and consistency between all parts of the Technical proposal is fully comprehensible, which illustrates that the Tenderer has deep understanding of the subject-matter.</p> <p>In addition:</p> <p>1) Technical proposal includes CCS Engineer organisational structure chart of each Works implementation phase:</p> <ul style="list-style-type: none"> - Generic Product and Application Design supervision; - Specific Application design supervision; - Manufacturing, equipment deliveries, construction and installation works supervision; - CCS subsystem testing, commissioning and putting in operation; - Defects Notification Period supervision. <p>2) proposed mobilization plan fully ensures continuous expertise in every designated field of competence, including resource capacity to add or replace an expert in each designated field of competence.</p>	5	-	-	-	-	-

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	<p>Good level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the best practice of industry and provides a clear understanding about the way and means of provision of CCS Engineering services. Description of the task is good, in detailed and structured manner and consistency between all parts of the Technical proposal is partly comprehensible.</p>	3	3	3	3	3	3
	<p>Satisfactory level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the reasonable manner and provides an idea about the way and means of provision of CCS Engineering services. Description of the task is satisfactory, prepared in detailed and structured manner.</p>	1	-	-	-	-	-
	<p>Insufficient level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, but it offers very general idea about the way and means of provision of the Services. The Technical proposal consists of unanswered or significantly inadequate and/or incomplete solutions to the required specific tasks.</p>	0	-	-	-	-	-
Proposed draft CCS Deployment Management Plan							
	<p>Highly detailed</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the best practice of industry and Tenderer’s experience and provides a deep understanding about the way and means of provision of CCS Engineering services. Description of the task is outstanding, prepared in highly detailed and well-structured manner and consistency between all parts of the Technical proposal</p>	4	-	-	-	-	-

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	<p>is fully comprehensible, which illustrates that the Tenderer has deep understanding of the subject-matter.</p> <p>In addition, for risks indicated in Chapter 3.9.3. of the Annex No 1 “Scope of Services” of the Invitation:</p> <ul style="list-style-type: none"> • The risk control measures are formulated S.M.A.R.T; • Quantitative and qualitative risk analysis has been performed according to PMP® or other comparable international standards. 						
	<p>Good level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the best practice of industry and provides a clear understanding about the way and means of provision of CCS Engineering services. Description of the task is good, prepared in detailed and structured manner and consistency between all parts of the Technical proposal is partly comprehensible.</p> <p>In addition, in the Risk management plan the risk control measures are formulated S.M.A.R.T.</p>	2	2	2	2	2	2
	<p>Satisfactory level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the reasonable manner and provides an idea about the way and means of provision of CCS Engineering services. Description of the task is satisfactory, prepared in detailed and structured manner.</p>	1	-	-	-	-	-
	<p>Insufficient level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, but it offers very general idea about the way and means of provision of the Services. The Technical proposal consists of unanswered or significantly inadequate and/or incomplete solutions to the required specific tasks.</p>	0	-	-	-	-	-
Proposed Verification & Validation and system putting in operation strategy							

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	<p>Highly detailed</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the best practice of industry and Tenderer’s experience and provides a deep understanding about the way and means of provision of CCS Engineering services. Description of the task is outstanding, prepared in highly detailed and well-structured manner and consistency between all parts of the Technical proposal is fully comprehensible, which illustrates that the Tenderer has deep understanding of the subject-matter.</p> <p>In addition:</p> <ul style="list-style-type: none"> - regarding the Verification & Validation strategy: <ul style="list-style-type: none"> • Tenderer has elaborated detailed Verification & Validation strategy description with indicated structured activity list per each System and V&V gate conditions to be checked along system development cycles. V&V strategy covers systems under CCS scope and their integration, outlining strategy at respective interfaces. - regarding the System putting in operation strategy: <ul style="list-style-type: none"> • The Tenderer has provided the description on how the Rail Baltica sections will be put into operation, including: <ul style="list-style-type: none"> ▪ Rail Baltica railway Acceptance process of tested section; ▪ Split of Systems in each tested section, considering Systems in neighbouring sections (sections under construction, sections in revenue operation, Polish network (PKP-PLK)); ▪ Overview of organisation and tasks; ▪ Overview of procedures and steps for safety authorisation. 	4	-	-	-	-	-
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	- consistency between all parts of the Technical proposal is fully comprehensible.						
	<p>Good level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the best practice of industry and provides a clear understanding about the way and means of provision of CCS Engineering services. Description of the task is good, prepared in detailed and structured manner and consistency between all parts of the Technical proposal is partly comprehensible.</p> <p>In addition:</p> <ul style="list-style-type: none"> - regarding the Verification & Validation strategy: <ul style="list-style-type: none"> • Tenderer has proposed V&V activity description and implementation workflow for all Systems for all Rail Baltica sections; - Regarding the System putting in operation strategy: <ul style="list-style-type: none"> • Tenderer has elaborated description for Rail Baltica sections putting in operation by including description of Rail Baltica railway Acceptance process of tested section. 	2	-	-	-	2	2
	<p>Satisfactory level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, the description of provision of Services is outlined in the reasonable manner and provides an idea about the way and means of provision of CCS Engineering services. Description of the task is satisfactory, prepared in detailed and structured manner.</p>	1	1	1	1	-	-
	<p>Insufficient level of details</p> <p>The content of the Technical proposal conforms with the Section 5 of the Invitation, but it offers very general idea about the way and means of provision of the Services. The Technical proposal consists</p>	0	-	-	-	-	-

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	of unanswered or significantly inadequate and/or incomplete solutions to the required specific tasks.						
14.5.5	Experience of proposed Lead-Experts	35					
14.5.5.4.1	Technical manager	9					
	Technical manager within the previous 15 (fifteen) years (until the date of submission of the Proposal) has gained experience ² in Reference project ³ and his/her responsibilities within this Reference project covered at least:	9 points: a), b), c) covered by one Reference project; d) covered by the same or separate Reference project (max. 2 (two) Reference projects).	9	9	9	9	9
	a) Leading development of a functional and technical specification of at least 3 (three) systems ⁴ for design and construction works by using requirement management system;						
	b) Leading supervision of detailed technical design, including design review and approval of at least 3 (three) systems ⁶ ;						
	c) Leading supervision of construction, including construction work acceptance of at least 3 (three) systems ⁶ ;	9 points: Requirement a), b), d) covered by one Reference project; Requirement c)					

² Required experience will be recognized as compliant, if performance of the requested design phase responsibilities within the reference project has been finished, but construction and/or testing phase responsibilities can be ongoing.

³ As a **Reference project** for Technical manager shall be considered a project where specific services has been provided and the service scope included one of the following:

TSI compliant (TSI certification is not mandatory) railway infrastructure:

- 1) 25 (twenty-five) km of continuous double track line 1435 mm gauge with design speed of at least 160 km/h;
- 2) 2 (two) stations with not less than two siding tracks and 8 turnouts each

or

Metro infrastructure:

- 1) 20 (twenty) km of continuous double track line 1435 mm gauge with design speed of at least 80 km/h;
- 2) 10 (ten) passenger stations.

⁴ **Systems** are:

- a) Interlocking;
- b) ETCS Level 2 or CBTC;
- c) Traffic Management System, incl. Traffic Control Centre;
- d) GSM-R or other radio system;
- e) Railway communication;
- f) Non traction power supply.

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	d) Leading supervision of testing, including testing documentation review and approval of at least 3 (three) systems ⁶ .	covered by the same or separate Reference project (max. 2 (two) Reference projects).					
		5 points: Requirement a), b), c), d) covered (can be covered by several Reference projects) (max. 4 (four) Reference projects).	-	-	-	-	-
		4 points: Requirement a), b), c) covered by one Reference project (max. 1 (one) Reference project). Requirement d) - not covered.	-	-	-	-	-
		4 points: Requirement a), b), d) covered by one Reference project (max. 1 (one) Reference project). Requirement c) - not covered.	-	-	-	-	-
14.5.5.4.2	Project manager	7					
	Project manager within the previous 15 (fifteen) years (until the date of submission of the Proposal) has gained experience in	6 points:	6	6	6	6	6

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	<p>leading Project Management Office⁵ as Project manager in Reference project⁶ that covered at least 1 (one) system⁷ and his/her responsibilities within this Reference project covered at least:</p> <p>a) Managing PMO team from at least of 6 (six) PMO experts; b) Planning and managing resources to meet project milestones; c) Managing preparation and maintenance of agreed project management plan; d) Control of project execution schedule; e) Coordination with internal and external stakeholders; f) Application of quality management principles and processes; g) Controlling cost estimation and managing budget planning; h) Analysing and managing project risks; i) Managing and controlling fulfilment of project scope.</p>	All requirements from a) to i) covered (can be covered by several Reference projects) (max. 9 (nine) Reference projects)).					
	Project manager has a valid project management certificate issued by Project management institute (PMI) or other equivalent project management organization.	1	1	1	1	1	1
14.5.5.4.3	ETCS system senior expert	5					

⁵ The organization/management structure established for defining and managing the project governance process, procedures, templates, sharing of resources, methodologies, tools and techniques, supporting, applying project management principles set out by PMI (Project Management Institute Guide to the Project Management Body of Knowledge (PMBOK® Guide) or similar organisations.

⁶ As a **Reference project** for Project manager shall be considered a project where specific services have been provided and the service scope included one of the following:

TSI compliant (TSI certification is not mandatory) railway infrastructure:

- 1) 25 (twenty-five) km of continuous double track line 1435 mm gauge with design speed of at least 160 km/h **and**
- 2) 2 (two) stations with not less than two siding tracks and 8 turnouts each;

or

Metro infrastructure:

- 1) 20 (twenty) km of continuous double track line 1435 mm gauge with design speed of at least 80 km/h **and**
- 2) 10 (ten) passenger stations.

⁷ **Systems** are:

- a) Interlocking;
- b) ETCS Level 2 or CBTC;
- c) Traffic Management System, incl. Traffic Control Centre;
- d) GSM-R or other radio system;
- e) Railway communication.

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	ETCS system senior expert within the previous 10 (ten) years (until the date of submission of the Proposal) has gained experience ⁸ in Reference project ⁹ and his/her responsibilities within this Reference project covered at least:						
	a) Leading development of a functional and technical specification for development, design and construction of ETCS trackside;	1	1	1	1	1	1
	b) Leading review and approval of detailed technical design of ETCS trackside;	1	1	1	1	1	1
	c) Leading supervision of ETCS trackside construction, including acceptance of equipment installation works;	1	1	1	1	1	1
	d) Leading supervision of ETCS trackside testing, including review and approval of testing documentation;	1	1	1	1	1	1
	e) Leading supervision of ETCS on-board testing, including review and approval of testing documentation.	1	1	1	1	1	1
14.5.5.4.4	Traffic Management System expert	5					
	Traffic Management System expert within the previous 10 (ten) years (until the date of submission of the Proposal) has gained experience ¹⁰ in Reference project ¹¹ and his responsibilities covered at least:						

⁸ Required experience will be recognized as compliant, if performance of the requested design phase responsibilities in the reference project has been finished, but construction and/or testing phase responsibilities can be ongoing.

⁹ As a **Reference project** for ETCS system senior expert shall be considered a project where specific services have been provided and the service scope included at least the following TSI compliant (TSI certification is not mandatory) railway infrastructure:

- a) 25 (twenty-five) km of continuous double track line 1435 mm gauge with design speed of at least 160 km/h **and**
- b) ETCS Level 2.

¹⁰ Required experience will be recognized as compliant, if performance of the requested design phase responsibilities in the reference project has been finished, but construction and/or testing phase responsibilities can be ongoing.

¹¹ As a **Reference project** for Traffic Management System expert shall be considered a project where specific services have been provided and the service scope included at least the following TSI compliant (TSI certification is not mandatory) railway infrastructure:

- a) 25 (twenty-five) km of continuous double track line 1435 mm gauge with design speed of at least 160 km/h **and**
- b) ETCS Level 2.

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	a) Leading development of a functional and technical specification for development, design and construction of Traffic Management System incl. new workplace in a Traffic Control Centre;	2 (1 point per each Reference project (max. 2 (two) Reference projects)).	2	2	2	2	2
	b) Leading review and approval of detailed technical design of Traffic Management System incl. new workplace in a Traffic Control Centre;	1	0	0	0	0	0
	c) Leading supervision of Traffic Management System construction, including acceptance of equipment installation works;	1	1	1	1	1	1
	d) Leading supervision of test processes of Traffic Management System incl. new or upgraded workplace in a Traffic Control Centre, including review and approval of testing documentation.	1	0	0	0	0	0
14.5.5.4.5	Safety expert	5					
	Safety expert within the previous 10 (ten) years (until the date of submission of the Proposal) has gained experience in provision of following services (from a) to d)) for at least 3 (three) different railway systems ¹² :	5 (1 point:	0	0	0	0	0

¹² Railway systems are:

- a) ERTMS;
- b) Interlocking;
- c) Traffic Management System;
- d) Radio communication Systems;
- e) Backbone transmission network System;
- f) Emergency voice communication System;
- g) SCADA System;
- h) Turnout system (point machine, heating system, locking system).

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	<p>a) Development of functional safety analysis report according to EN50129;</p> <p>b) Development of risk management report according to EN 50126 and EN50129;</p> <p>c) Development of qualitative and quantitative risk analysis report according to EN 50126 and EN 50129 including:</p> <ul style="list-style-type: none"> • Failure Mode and Effect Analysis; • Preliminary Hazard Analysis; • Fault Tree Analysis. <p>d) Development of FTA report based on software application at least in:</p> <ul style="list-style-type: none"> • Reliasoft BlocksimT or similar; • Isograph Workbench or similar. 	<p>Requirement a) to d) covered for 3 (three) different railway systems (all 3 (three) railway systems shall be covered by one project) and Safety expert has Functional Safety Certification of at least 1 (one) of the mentioned standards (max. 1 (one) project).</p>					
	<p>Safety expert has gained Functional Safety Certification at least in 1 (one) of the following standards:</p> <p>a) EN 50129 (at least Professional level);</p> <p>b) EN 62061;</p> <p>c) ISO 26262 (at least Professional level);</p> <p>d) EN 13849.</p>	<p>Each additional point (4 (four) points max) will be awarded, if requirement a) to d) will be covered for each additional railway system (railway systems cannot be repeated) (max. 4 (four) projects).</p>					
<p>14.5.5.4.6</p>	<p>Cyber Security expert</p>	<p>4</p>					
	<p>Cyber Security expert within the previous 10 (years until the date of submission of the Proposal) has gained experience as leading expert in design and/or implementation of information and communication system security or signalling system security or electronic system security in railway infrastructure project (for at least 10 (ten) remote railway System IT infrastructure geographically</p>	<p>2 (1 point: Per each project (max. 2 (two) projects)).</p>	<p>2</p>	<p>2</p>	<p>2</p>	<p>2</p>	<p>2</p>

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	distributed locations with at least 1 (one) dedicated data centre environment).						
	Cyber Security expert within the previous 10 (ten) years (until the date of submission of the Proposal) has gained experience for at least 3 (three) years in position of system architect in developing security concepts/strategies, security planning and organization.	1	1	1	1	1	1
	Cyber Security expert has at least 1 (one) of the following certifications: a) SANS GIAC/GCIA/GCIH or equivalent; b) CISSP or equivalent; c) CISA or equivalent; d) CISM or equivalent.	1	1	1	1	1	1
Total points for Technical proposal:		70	41	41	41	46	46
			43 = (41 + 41 + 41 + 46 + 46) / 5 (5 - the number of the Procurement commission members participated in the evaluation)				
14.6	FINANCIAL PROPOSAL	30					
14.6.2.1	Proposed agreement price, EUR excl. VAT	28	28				
14.6.2.2	Variations/Optional scope Experts daily rate sum, EUR excl. VAT	2	2				
14.6.2.2.1	Variations/Optional scope Experts daily rate sum in remote office, EUR excl. VAT	1	1				
14.6.2.2.2	Variations/Optional scope Experts daily rate sum in permanent office in the Baltic states, EUR excl. VAT	1	1				
Total points for Financial proposal:		30	30				
TOTAL POINTS FOR TECHNICAL AND FINANCIAL PROPOSAL:		100	100				
			43 + 30 = 73				

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The evaluation of the proposal was carried out in accordance with Section 14 of the competitive procedure with negotiations “Engineering services for preparation, procurement and supervision of Rail Baltica Control-Command and Signalling subsystem deployment” (ID No RBR 2020/18) regulations.

Procurement commission member I

[signature]

Procurement commission member II

[signature]

Procurement commission member III

[signature]

Procurement commission member IV

[signature]

Procurement commission member V

[signature]

In Riga, 27 September 2021