

NOTICIAS FAD/FEV

CONVOCATORIA DE CONCURSO PARA ELABORAR EL ESTUDIO DE VIABILIDAD PARA «EL ANALISIS Y EVALUACION DE POSIBLES ALTERNATIVAS DE PEAJE EN LA RED DE AUTOPISTAS DEL AREA DE BANGKOK» REINO DE TAILANDIA

1. El Gobierno del Reino de Tailandia, a través de la EXPRESSWAY AND RAPID TRANSIT AUTHORITY OF BANGKOK (ETA) convoca a las empresas españolas a un concurso para elaborar el Estudio de Viabilidad para el «Análisis y Evaluación de posibles Alternativas de Peaje en la Red de Autopistas del Área de Bangkok» en Tailandia.
2. Este Estudio de Viabilidad, aprobado por la Comisión del FEV de 29 de marzo de 2001, tiene un coste de **hasta 300.500 euros** (50 millones de pesetas) y será financiado con cargo a la Línea de Financiación de Estudios de Viabilidad (FEV-Modalidad Pública), cuyos recursos provienen del Fondo de Ayuda al Desarrollo.
3. Las empresas españolas interesadas en la realización del estudio deberán presentar sus ofertas según la documentación que se detalla en los Términos de Referencia (Apartados B y C) **antes de las 14:00 horas del día 15 de marzo de 2002**. La «Expressway and Rapid Transit Authority of Bangkok» (ETA), bajo la supervisión de la Administración española, evaluará las ofertas presentadas de acuerdo con los baremos recogidos en el Apartado D.

Se presentarán cuatro copias de las ofertas. Dos copias en inglés para la «ETA», cliente del estudio, y dos copias en español, una para la Oficina Económica y Comercial de la Embajada de España en Tailandia y otra para la Subdirección General de Gestión de la Deuda Externa y Evaluación de Proyectos de la Secretaría de Estado de Comercio y Turismo en Madrid.

Las ofertas deberán presentarse en sobres cerrados: Sobre A: Oferta Técnica y Sobre B: Oferta Económica.

Todos los ejemplares se entregarán en el plazo señalado y en las direcciones que se indican a continuación.

En el caso de los ejemplares a enviar a Tailandia, bastará con que la fecha de remisión por correo certificado o mensajería sea anterior a la expiración del plazo.

A continuación se detallan direcciones de envío:

A. EXPRESSWAY AND RAPID TRANSIT AUTHORITY OF BANGKOK (ETA)

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Deputy Governor for Technical Affairs
Expressway and Rapid Transit Authority of Thailand
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B. CONSEJERO ECONOMICO Y COMERCIAL DE LA EMBAJADA DE ESPAÑA EN TAILANDIA

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C. SUBDIRECCION GENERAL DE GESTION DE LA DEUDA EXTERNA Y EVALUACION DE PROYECTOS

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D^a Ana M^a Martínez Jerez

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4. Para cualquier información deberán dirigirse a:

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Att: D^a Ana M^a Martínez Jerez



S E C C I O N
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TERMS OF REFERENCE FEASIBILITY STUDY FOR THE ANALYSIS AND ASSESSMENT OF THE POSSIBLE ALTERNATIVES OF TOLL ESTABLISHMENT ON THE EXPRESSWAY NETWORK IN THE METROPOLITAN BANGKOK AREA (KINGDOM OF THAILAND)

A. BIDDING OUTLINE

1. The Expressway and Rapid Transit Authority of Thailand with prior approval of the Spanish Administration, announces a public bidding for the elaboration of a feasibility study for the analysis and assessment of the possible alternatives of toll establishment on the expressway network in the Bangkok Area.
2. All Spanish companies interested in the execution of the study should present their bids, in accordance with the requirements included in the present document TERMS OF REFERENCE (see B and C- section).
3. The Expressway and Rapid Transit Authority of Thailand, under the supervision of the Spanish Administration, will assess the bids made in accordance with the criteria established in section D.
4. The total cost of the study will not exceed 300.500 euros (50 million pesetas).

B. REQUIREMENTS FOR THE TERMS OF REFERENCE

I. INTRODUCTION

Background

The toll expressway network in Bangkok is made up of a set of 5 sections or branches, it is 171 Km long, it is under the «Expressway and Rapid Transit Authority of Thailand» (from now on **ETA**), and forms a ring

that allows a quick circulatory flow between the commercial center in the North and the suburban areas of Bangkok.

Due to the fast economic and social growth in Thailand, there has been an increase in the need and demand for fast tracks and means of transport which are believed to be fulfilled in the future through the creation of a new toll expressway network which should be profitable, not only for the end-users but also for the builders and managers.

At present, the toll charges in the 5 sections of the toll expressway network is based on anarchical criteria, scarcely satisfactory, which not always correspond neither to the cost of use nor to the received advantage, in such a way that its use is little effective and suitable, either to the end-user or to the administrator and manager of the expressway.

In order to avoid this situation, ETA applies for the financial aid of the Spanish Government, to carry out a feasibility study with the purpose of analysing and assessing the best alternative and toll strategy in accordance with the financial and economic criteria.

II. TERMS OF REFERENCE

1. Bidding restricted to Spanish companies

2. Purpose of the Study

The study, analysis, assessment and choice of the toll strategy or system most suitable among the different alternatives of toll establishment on the expressway network in the Bangkok area. Once the strategy has been chosen, it will be presented for its consequent approval by ETA to the Thai Government with the purpose of introducing this toll strategy in the whole of the toll network, both in the current network and in the future extensions.

3. Content of the Study

The study will have to include, at least, the following points:

Current situation of the toll system on the expressway network. Itineraries will be pointed out, their saturation and usage degree. Fares in use depending on the different types and timetables. Investment and other maintenance and personnel expense to be done by the manager of the net. Analysis and updating of the existing data. Inventory of the existing equipment, both in the entrance and the exit as well as in the tollbooth itinerary. Analysis of the accident rate. Composition of the traffic density. Study and analysis of the settled toll system.

Study of the toll system in the future expressway network. Depending on the trend of the economy and the level of development of the Country, there will be determined the predictions on the demand of traffic for the next 5, 10 and 25 years. Make the selection and decide the documentation and the observing points for the study of future circulating potential according to the classification and types of vehicles, time of usage and peak or normal hours.

Prevision of revenue collection according to the adopted toll alternatives. Tolls depending on the time of usage, depending on the number of crossed controls, depending on the origin and the destination, depending on the covered Km, etc. Analysis of the demand and the quality of the offered toll. Classification of the vehicles (private cars, buses, pick up trucks, and 4, 6 and more wheels lorries, others). Selection of the alternatives to the toll system. Study of alternatives, such as, the manual handing over of the toll charge, the centralised way of payment with computer system in the entrance and way out, with the use of magnetic card, or through electronic collection systems ETC and use of antennas (toll antenna Gauge), with payment in advance or postponed payment, or different toll systems. Speed on the toll operations.

Calculation of the cost of each one of the possible toll alternatives. Assess the cost of each one of the possible toll alternatives and the cost of replacing the current installations to the new toll systems. Necessary equipment



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depending on the alternative and the cost of acquisition fixed cost, maintenance cost and operative cost. Financial-economic and cost/benefit analysis.

Selection of the optimum toll alternative from the financial and economic point of view. Analysis and evaluation of the alternatives system. Establishment of the comparative table with indication of the alternative's advantages and inconvenients, their costs of settlement and operativity. Determination of the chosen alternative as optimum. Study of the steady progress in the future. Financial-economic and cost/profits study. Working plan for the execution of the chosen alternative. Timing implementation including the investment plant to be financed.

Preparation and development of the Rules and Money Collection Regulations.

The Operation and Money Collection Rules are to be developed by a team, in which, among other, will appear experts on traffic, toll expressways, electronic surveillance, engineering and financial and economic matters.

Conditions to be observed in the Study.

The Study must fulfil the following premises:

Social Players involvement. The duality between public and private sector in the subject concerning the expressways network should be harmonised so all the Social Players take part in the Study from the beginning and their suggestions and demands are taken into account. This approach guarantees that the final study is what they expected, so the future designed project will be more feasible and speedily implemented. It is recommended to create a Follow-up Team.

Steady Development. There should be guaranteed the steadiness of the study and the future project, in order to this matter a multicriterial analysis including a technical, economic, financial, environmental and social feasibility study should be done.

It is recommended to adopt the Logic Frame or other similar methodology.

Use of High Technology. The most advanced and applicable technologies concerning toll collection should be studied, with the intention of obtaining a better profitability prospect and the subsequent project management. Presentation of a list of possible Spanish suppliers of goods and services applicable to the development of the project.

Training of the interested parties. The open nature of the proposed study and the wide participation possibility will provide the interested parties with an unquestionable transfer of knowledge. The periodical meetings hold by the Follow-Up Team will allow the interested parties and the subsequent project execution the getting of a better information in the case of a positive acceptance of the Study by the Thai Government.

4. Timing and working plan

The working plan for the execution of the Study should be specified, taking into account that the Thai Government has established a period of 12 months and a partial report every 6 month. The implementation of the Project should be achieved in 14 months according to the Thai Government timeframe.

5. Commitments

The Expressway and Rapid Transit Authority of Thailand will commit itself to put at the consultant's disposal all the documents and all available information, as well as a specific working team.

6. Bid Presentation

The companies interested in the bid should present their bids, according to the information contained in these Terms of Reference. The bid will include a Technical Proposal and an Economic Proposal. There should be pre-



sented four copies: Two in English for The Expressway and Rapid Transit Authority of Thailand, from The Kingdom of Thailand and two copies for the Spanish Administration, in particular, one for the Economic and Commercial Counselor from the Embassy of Spain in Bangkok, and another one for the Department of External Debt Management and Project Assessment. **All copies must be presented in each of these Institutions before the deadline established once the bidding is published.**

PERSON IN CHARGE AT THE EXPRESSWAY AND RAPID TRANSIT AUTHORITY OF THAILAND

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7. Changes

Any change on the proposed working team will have to be submitted to the client's and the Spanish Administration's evaluation, and could imply the exclusion from the bidding or the cancellation of the contract if not accepted by them.

8. Technical Proposal

The technical proposal will comprise the scope of the works to be accomplished, the methodology to be applied, the working plan and the timing of the activities.

9. Economic Proposal

The economic proposal presented should be broken down, pointing out clearly the costs of units and the total cost for each concept. It should be detailed the cost of each member of the working team and its predetermined dedication. On the same basis there will be a breakdown of the expenses concerning the execution of the project (travels, subsistence allowances, etc). The economic bid should include the cost of all matters required for the execution of the work.

10. Bid Validity

The bids should have a validity period of six months, during which the offering company will commit itself to keep the conditions of the offer, especially on the composition of the working team, the project's scope, methodology, execution timing and the price.

11. Association or Subcontractor

In case of association among the consultors, or subcontracting, there should be detailed the competencies and responsibilities of each one of the members of the consortium or subcontractors.

12. Local Expenses

The maximum percentage of local expenses will be 15 por 100 of total expenses proposed for the execution of the work.

13. Monthly Report

During the execution of the study, the contract-winner will present a monthly report regarding the progress of the project. This will include all the works made during that period, present and potential problems, proposed actions and the existence of divergences from the initial program.

14. Form of payment

- 25 por 100 at the signature of the contract.
- 25 por 100 at the fulfilment of a intermediate stage to be determinated between. The Expressway and Rapid Transit Authority of Thailand, the Spanish Administration and the Contract-winner.
- 50 por 100 after the acceptance and the approval from The Expressway and Rapid Transit Authority of Thailand and the Spanish Administration.



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III. DOCUMENTS TO BE ATTACHED TO THE BIDS

- The Companies last year's available Memorandum Statement. In its defect, balance and the statement of audited accounts.
- General information about the company. It will be especially pointed out:
 - The shareholders
 - Date of constitution
 - The last five years turnover
 - Number of permanent and temporal employees. High Degree holders
- Report of the main projects carried out by the company in the past. It will be pointed out Clients, value of the contract, date of beginning and end of works, working team and description of works. It must be emphasized the projects with similar characteristics to the one of the present bidding.
- Proposed working team. There will be attached the C.Vs of the proposed people. Those will include, at least, the following points:
 - Name
 - Place and date of birth
 - Nationality
 - Qualifications (degrees and courses attended)
 - Languages
 - Key experience (Pointing out the duties and responsibility of each position)
 - General professional experience
 - Others: experience in teaching, publications, seminars, etc...

IV. ASSESMENT OF BIDDINGS

Selection Criteria	Weighting (%)
I. TECHNICAL PROPOSAL:	70
1. Company and working team capacities	30
1.a Technical capacity	10
— Reference to similar projects	5
— Thailand and/or region references	5
1.b Financial Capacity	5
1.c Work Team	15
— Experience in similar projects	4
— Experience in similar countries	4
— Links to the company	4
— Dedication to the project	3
2. Quality of the technical proposal	40
— Approach	10
— Scope	10
— Methodology	10
— Working plan	5
— Completion timing	5
II. ECONOMIC PROPOSAL	30
III. TOTAL ASSESSMENT	100



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ORDEN DE SUSCRIPCION

Sí, deseo suscribirme a las publicaciones que detallo a continuación de acuerdo con las tarifas siguientes:

	ESPAÑA	EXTRANJERO
	1 año	1 año
<input type="checkbox"/> Boletín Económico de ICE (38 números/año)	<input type="checkbox"/> 78 €	<input type="checkbox"/> 102 €
<input type="checkbox"/> Información Comercial Española. Revista de Economía (8 números/año)	<input type="checkbox"/> 60 €	<input type="checkbox"/> 72 €
<i>Suscripción a las dos publicaciones, descuento del 15 por 100</i>		
Total		

DATOS PERSONALES

Nombre y apellidos

Empresa

Domicilio

D.P. Población

N.I.F. Teléf.

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Total	

Ejemplar suelto: Boletín: 4.50 €
Revista: 12 €

Extranjero: precio del ejemplar, más 1,5 € de gastos de envío.

DATOS PERSONALES

Nombre y apellidos

Empresa

Domicilio

D.P. Población

N.I.F. Teléf.

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