

Bidders Conference

Tender No. 2/2019/special supplies

Design, Implementation, and Operation of an Intelligent Transportation System (ITS) for Public Transportation in Jordan

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Introduction

- Transportation in Jordan has long been characterized by an over-reliance on the private cars.
- The lack of adequate public transportation options is a key factor that has contributed to this trend.
- The existing system, comprising of large buses, minibuses (known locally as “Coasters”), and shared taxis, provides a service that is often unreliable.
- Users of the system are largely captive users, who have no other affordable options.

Introduction

- A number of projects and initiatives are already underway. Two bus rapid transit (BRT) systems are under construction.
- An ambitious bus reform initiative is underway for the cities of Jerash, Irbid, Madaba, Zarqa, and Salt.
- New service-based operational models are being introduced in Amman, where the municipality's investment arm recently purchased 135 new buses.
- Approximately 85 percent of the Kingdom's public transport fleet being individually owned and operated.

Introduction

- Paragraph A of Article 13 of the Passenger Transport Law No. 19/2017 states that licensed individual operators have to adjust their status within five years from the date at which the law came into effect (May 2017).
- The main public transport regulator in Jordan is LTRC which has full authority for planning and regulating public transport outside of Greater Amman (GAM) and the Aqaba Special Economic Zone (ASEZA).

Fare Management & Service Contracts

- Individual transport operators have a license for a specific route and provide services on this particular route without any imposed service standards.
- Fare levels and route alignments are set by the LTRC.
- Operators provide the service and keep the fare revenue and decide on their schedule.
- Many operators often choose to wait at bus terminals until their vehicles are full, rather than operate on a fixed schedule.
- LTRC subsidizing students on some of the universities routes.

Fare Management & Service Contracts

- LTRC aims to establish service contracts with public transport operators.
- Operators would be required to achieve certain key performance indicators (KPIs) and abide by service standards.
- LTRC must set up a mechanism for monitoring operations, to ensure the new service contracts are successful.
- Fare revenues and ridership must be monitored to estimate the amount of compensation (if needed) and to adjust operations as needed.

Improvement of Service Reliability

- Important aspect of the new system is that it would potentially make real-time information available to riders and, by doing so, make the service more reliable.
- LTRC intends to provide some of the data that will be available through the new ITS solution **openly**, allowing local developers and entrepreneurs to participate in building solutions that would improve the rider's experience.
- Special attention should be given to data formats such as **General Transit Feed Specification (GTFS)** and others.

Assignment Outline

- Design and implementation of a nationwide system
- Procurement and installation of devices for pilot routes in Jerash Governorate and on some university routes (around **622 buses of different types** as per Annex I of the RFP)
- Operations and maintenance of all components included in this RFP.

Assignment Outline

Required systems:

- Automatic Fare Collection System (AFCS)
- Clearing House System (CHS) integrated with AFCS
- Automatic Vehicle Location System (AVLS)

Optional items: (each of which should be priced separately):

- Passenger Information System (PIS)
- Passenger Counting System
- CCTV System

- The system is a multitenant (multiagency), standards-based, account-based and closed-loop payment system extendable to an open-loop payment system.
- The provided solution is not vendor locked and is built based on best practices, open architecture, and interoperability.

Annex (3)

Statement of Compliance

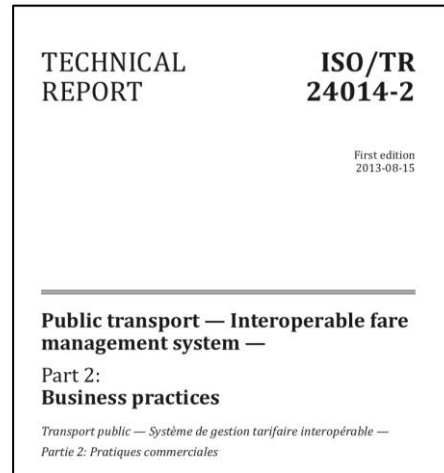
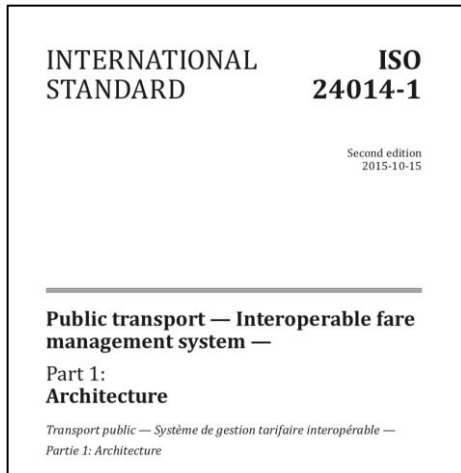
To be signed by all Bidders

This is to confirm that the systems presented by the bidder within this proposal are multitenant and standards-based systems. They are not vendor locked and will be built, if the bidder is successful, based on an open architecture that ensures interoperability.

Based on that, the bidder understands that LTRC may, during the period of the contract resulting from this RFP, choose to install additional, third-party devices or systems not contained with these terms of reference. These devices and systems should seamlessly integrate with the systems installed by the winning bidder, and it is the winning bidder's responsibility to facilitate and ensure this integration (if this occurs during the period of his contract with LTRC).

ISO 24014

International standard for Interoperable Fare Management Systems



Assignment Outline

Operational Part for 5 Years:

- **Clearing House System (CHS) Operations (Payment Collection and Revenue Reconciliation).** Bidder shall be responsible for settling all fare media transactions and depositing the collected amount into special account owned by LTRC on a daily basis and providing all reports as per LTRC instructions. The winning bidder will not carry any responsibility in subsidizing transport operations. Settlement details and technicalities can be discussed during contract negotiations.

Assignment Outline

Operational Part for 5 Years:

- All operations related to Fare Media Management, Sales Channels, Points of Sale, ATVMs, Cards Distribution, Provision and Top-Ups, Personalization, Support ...etc.
- Technical Support for different Users/Customers levels and Maintenance for all components (Call Center facility should be provided) in addition to provisioning of any APIs/ Interface required to connect/integrate new services/systems.

Technical Proposal Contents

- **The technical proposal should include the following:**
 - **Section I: Understanding of the Project**
 - **Section II: Design & Implementation Approach**
 - **Section III: Operations & Maintenance Plan**
 - **Section IV: Past Experience**
 - **Section V: Work Plan & Staffing Schedule**
 - **Section VI: Compliance Sheets**
 - **Section VII: Annexes**

Financial Proposal Contents

The financial proposal should include a separate item for each of the following:

- 1. Design and development of systems (Phases 1 and 2) – lump sum in Jordanian Dinars (JOD)**
- 2. Piloting and installation (Phase 3, including procurement and installation of equipment) – itemized prices in JOD**

Financial Proposal Contents

3. Operations and maintenance:
 - A. Fixed annual payment for the first **13 million** or below boarding per year on the routes and vehicles included within the pilot – JOD
 - B. Percentage of the fare revenue collected for each boarding above 13 million boarding

4. Optional system components – itemized costs in JOD

Evaluation Criteria

□ Technical evaluation:

Evaluation Criteria	Weight
Section I: Understanding of the project	10%
Section II: Design & Implementation Approach	15%
Section III: Operations & Maintenance Plan	15%
Section IV: Past Experience	20%
Section V: Work Plan & Staffing Schedule	10%
Section VI: Compliance Sheets	30%
Totals	100%

Response	Score	Impact
OOTB	4,5	5- if the feature is meeting or exceeds the expectation 4- if the feature exists but showing deficiencies
CUST	3,4	4- if the feature is meeting or exceeds the expectation 3- if the feature exists but showing deficiencies
3 rd	1,2,3	3- if the feature is meeting or exceeds the expectation 1-2- if the feature exists but showing deficiencies
NOT	0	if the feature / function does not comply or is not provided

Some items in the compliance sheet do not require the bidder to respond using the above categories. For such items, a score will be given out of 5 based on the degree of compliance

Evaluation Criteria

- Technical evaluation:
 - Passing technical score: **70/100**
 - Bidders that pass will be taken forward to the financial evaluation stage

Evaluation Criteria

□ Financial evaluation:

$$\text{Financial Score} = [\underline{90\%}] \times (\text{Lowest FIXED among bidders} / \text{Bidder's FIXED})] \\ + [\underline{10\%}] \times (\text{Lowest PCT among bidders} / \text{Bidder's PCT})]$$

where FIXED is the fixed portion of the financial proposal, as defined in the RFP, and PCT is the percentage portion of the financial proposal, as defined in the RFP.

Evaluation Criteria

□ Final evaluation:

Final score = [Technical Score X 70%] + [Financial Score X 30%]

Timeline

Tender Schedule	Current Dates
Starting Date	<u>27/11/2019</u>
Last date to purchase Tender Documents	<u>December 4, 2019</u> 2:00 PM, Jordan Local Time
Bidder conference	<u>December 5, 2019</u> 12:00 PM, Jordan Local Time.
All inquiries with respect to this RFP not later than	<u>December 11, 2019</u>
LTRC will respond to all inquiries by	<u>December 17, 2019</u>
Submissions of proposals not later than	<u>January 19, 2020</u> 12:00 PM (Jordan Local Time)

Thank you and good luck