

RULES FOR SUBMISSION AND EVALUATION  
OF TENDERS AND NEGOTIATIONS  
Procurement identification number PIU-06

**ANNEX №6**

Joint Stock Company "O'zbekiston Temir Yo'llari"  
T. Shevchenko str., 7  
Tashkent, Republic of Uzbekistan

\_\_\_\_\_, \_\_\_\_ 2022  
(place) (date)

**FINANCIAL BID**

The Tenderer, by specifying the values in the indicators of the financial bid below, agrees that for all indicators that coincide with those specified in the draft Contract (Annex № 13), in Section 4 "Procurement Price and its Payment Conditions" and in the draft contract for loan-based financing between the Customer and the funding entity engaged by the Tenderer, which is an integral part of the financial bid, the values from the financial bid signed by the Tenderer will be specified.

**Table FIN-6**

Amounts should be stated in USD without value added tax

№	Designation	Explanation of the designation	Quantity	Measurement unit
	[1]	[2]	[3]	[4]
1.	C	<b>Average total expenses per seat in an electric train per year<sup>1</sup></b>		<b>USD</b>
2.	A	<b>Average total expenses per seat in an electric train per year from the delivery of all the 34 electric trains, including the amounts of costs of equipment necessary for maintenance of the electric trains, the stock of spare parts, technical documentation and staff training<sup>1</sup></b>		<b>USD</b>
3.	A1	<b>Price of all 34 electric trains<sup>1</sup></b>		<b>USD</b>
4.	A1.1 for one electric train	Price of one electric train		USD
5.	A2	Costs of equipment necessary for maintenance of 34 electric trains over 30 years - Sum in Table FIN-7 Column 7		USD
6.	A2.1	Price of initial equipment necessary for maintenance of 34 electric trains - Sum in Table FIN-7 Column 5		USD
7.	A3	Price of the stock of spare parts necessary for off-schedule repair during a 5-year-period of 34 electric trains - Sum in Table FIN-8 Column 5		USD
8.	A4	Price of the stock of spare parts for maintenance during a 5-year-period of 34 electric trains - Sum in Table FIN-9 Column 4		USD
9.	A5	Price of staff training of 34 electric trains		USD
10.	N	Number of seats in all 34 electric trains, excluding folding seats and spaces		seats

		for wheelchairs		
11.	PM	<b>Average total expenses per seat in an electric train per year from the maintenance of all 34 electric trains, (including overhauls) during 30 years<sup>1</sup></b>		<b>USD</b>
12.	PM 1	Costs of maintenance (without overhauls) of 34 electric trains - Sum in Table FIN-10 Column 7		USD
13.	PM 2	Costs of overhauls of 34 electric trains, during the service life set by the tenderer – Sum in Table FIN-11 Column 7		USD
14.	ECC	<b>Average total expenses per seat in an electric train per year from annual electricity consumption of all 34 electric trains<sup>1</sup></b>		<b>USD</b>
15.	E	Total electricity consumption of all 34 electric trains during the service life <sup>1</sup>		<b>kWh/h</b>
16.	E <sub>pbn</sub>	Energy consumption at pantograph during “non braking” on route Tashkent-Hojikent		kWh/h
17.	E <sub>pb</sub>	Energy consumption at pantograph during “braking” on route Tashkent-Hojikent		kWh/h

<sup>1</sup> To be calculated according to the formula, which is specified in Paragraph 21.3 of the Rules for submission and evaluation of tenders and negotiations.

**Table FIN-7**

A2 – costs of equipment necessary for maintenance (without overhauls) of 34 electric trains:

No.	Type of equipment or device, which is necessary for maintenance of electric trains (without overhaul)	Quantity	Price, USD	Amount, USD	Valid service life in years	Costs in 30 years, USD; [7] = [5]/[6] x 30, but no less than [5]
[1]	[2]	[3]	[4]	[5]	[6]	[7]
1.						
2.						
...						
<b>Sum:</b>					X	

**Table FIN-8**

A3 – the price of the stock of spare parts necessary for extraordinary repairs of 34 electric trains– for the elimination of damages caused by force majeure, accidents and vandalism:

No.	Name	Quantity	Price, USD	Amount, USD
[1]	[2]	[3]	[4]	[5]
1				
2				
...				
<b>Sum:</b>				

**Table FIN-9**

A4 – the price of the stock of spare parts for maintenance during a 5-year-period of 34 electric trains:

No	Name	Quantity	Price, USD	Amount, USD
1				
2				
...				
<b>Sum:</b>				

**Table FIN-10**

PM1 – costs of maintenance (without overhauls) of 34 electric trains, during 30 years:

No.	Level/designation of Maintenance works	Interval (frequency)	Number during 30 years	Costs of spare parts for one level of maintenance works	Number of man-hours for one level of maintenance works	Total costs for one level of maintenance works [6] = [4] + [5] x 10 USD	Total maintenance costs [7] = [6] x [3]
	[1]	[2]	[3]	[4]	[5]	[6] <sup>2</sup>	[7]
		(days or km) <sup>3</sup>	(n)	(USD)	(h)	(USD)	(USD)
1.							
2.							
<b>Sum:</b>							

<sup>2</sup> – calculated by summing up costs of spare parts during the entire service life based on prices on the date of submission of the tender and the number of man-hours, multiplied with costs of 1 man-hour during the entire service life – 2.00 USD/hour

<sup>3</sup> – assuming that the average annual kilometrage is 78,000 km

**Table FIN-11**

PM2 – costs of overhauls of 34 electric trains according to the maintenance plan offered by the tenderer during 30 years:

No.	Level/designation of overhaul works	Interval (frequency)	Number during 30 years	Costs of spare parts for one level of overhaul	Number of man- hours for one level of overhaul	Total costs for one level of overhaul [6] = [4] + [5] x 10 EUR	Total costs of overhauls [7] = [6] x [3]
	1	2	3	4	5	6 <sup>4</sup>	7
i		(days or km) <sup>3</sup>	(n)	(USD)	(h)	(USD)	(USD)
1.							
2.							
<b>Sum:</b>							

<sup>3</sup> – assuming that the average annual kilometrage is 78,000 km

<sup>4</sup> – calculated by summing up costs of spare parts during the entire service life based on prices on the date of submission of the tender and the number of man-hours multiplied with costs of 1 man-hour during the entire service life – 2.00 USD/hour

**Table FIN-12**

The values in this table are stated in USD

№	Indicator	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]
1.	$CFL_i$ - the Customer's payment limit to the funding entity and/or entities	15 000 000	15 000 000	15 000 000	15 000 000	15 000 000	15 000 000	15 000 000	15 000 000	15 000 000	15 000 000
2.	$F2_i$ - the amount proposed by the Tenderer to be paid by the Customer to the funding entity and/or entities										

The value of  $F2_i$  for any  $i$  must satisfy the following inequality

$$F2_i \leq CFL_i$$

**Table FIN-13**

№	Indicator	Value in USD
	[1]	[2]
1.	$F1$ – the full contract value for the supply of 34 electric trains	
2.	$F2$ – the full amount paid by the Customer to the funding entity and/or entities for the entire period of funding of the contract for the supply of 34 electric trains, subject to the terms and conditions of these Rules	

#### Annex FIN-14

FIN-14.1 The Tenderer shall enclose a draft contract for loan-based financing between the funding entity it has engaged and the Customer to fulfil its obligations under the draft Contract for the supply of 34 electric trains (Annex № 13), subject to all conditions and provisions of these Rules. In doing so, the loan-based financing contract should contain the F2 indicator from Table FIN-13 above, explicitly stated, inextricably linked with all the terms and conditions of loan-based financing contract, and the value of the F2 indicator stated in the loan-based financing contract should exactly match the value of the F2 indicator stated in Table FIN-13 above.

FIN-14.2 In addition to the draft contract for loan-based financing, the Tenderer should attach to this financial bid a calculation for the F2 indicator value agreed and validated by the funding entity involved. In doing so, the calculation of the F2 indicator value must include the value of each parameter affecting the F2 indicator value for each year of the loan-based financing contract. The format of the calculation shall be arbitrary, subject to the following conditions and quality criteria:

- 1) the calculation format should comply with the best practices of financial and economic modelling used by financial institutions to calculate cash flows in debt financing
- 2) the calculation file format should comply with the following conditions
  - a. a digital copy of the file in Microsoft Excel (.XLSX) format
  - b. a digital copy of the file in PDF format

The Tenderer assumes full responsibility for the interaction with the funding entity involved and for all values calculated by that funding entity for the purposes of this financial bid.

FIN-14.3. The Tenderer shall attach to this financial bid a formal letter from the funding entity it has engaged confirming its full willingness to arrange and execute loan-based financing for the Customer to fulfil its obligations under the draft Contract for the supply of 34 electric trains (Annex № 13) in full compliance with the value of the parameters specified in this financial bid.

**Table FIN-15**

No	Indicator	Value in USD	Comments
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	[1]	[2]	
1.	C - the average total cost per seat in an electric train per year according to the Tenderer's financial bid		The formula for calculation is given in the main document of these Rules
2.	FR – the amount paid by the Customer over a period of 10 years to the funding entity and/or entities for the financing of the contract for the supply of 34 electric trains		The formula for calculation is given in the main document of these Rules

**Table FIN-16**

№	Indicator	"YES" or "NO" value
	[1]	[2]
1.	The Tenderer confirms the readiness to participate and fully assist in localizing the production of spare parts and components for the electric trains to be supplied and in determining the composition and volume of such parts and components, taking into account local conditions	
2.	The Tenderer confirms the willingness to submit the design and technical documentation for the spare parts and components selected jointly with the Customer for localization to the Customer	
3.	The Tenderer confirms its willingness to participate together with the Customer and provide full assistance in developing a localization strategy for the selected spare parts and components of the electric trains to be supplied and in implementing this strategy up to a level of 30%	

**Table FIN-17**

A5 – Price of staff training of 34 electric trains

No	Operational Role (name and brief description) to be trained	Subject of training (brief description)	Number of persons to be trained	Number of training hours required for one person	Total number of training hours for all persons of the operational role, man-hours	Total price, USD
	[1]	[2]	[3]	[4]	[5]	[6]
1.						
2.						
...						
<b>Grand Total</b>						

By submitting this financial bid, we hereby certify that:

- 1) the submitted bid meets the requirements set in the Rules for submission and evaluation of tenders and negotiations, including the draft Contract and the Technical Specification;
- 2) all costs related to the execution of the draft contract for the supply of 34 electric trains and all costs related to the draft contract between the Customer and the funding entity engaged by the Tenderer for loan-based financing for the procurement of 34 electric trains are included in this financial bid.

Contact person of the Tenderer:

Name, surname: \_\_\_\_\_

Position: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

Fax: \_\_\_\_\_

Annexes: *[indicate the number of documents attached to the Tenderer's financial bid and the number of pages in them].*

Tenderer's representative \_\_\_\_\_  
(Position, first name, surname, signature and seal)