See criteria and justifications in Annex 5 to the Invitation to Tender

	AECOM Baltics SIA	Ramboll Finland Oy, Sito Oy, Strafica Oy, Kaupunkitutkimus TA Oy, Pöyry Finland Oy	SYSTRA Ltd Oxera Consulting LLP, Praxis Center for Policy Studies, SYSTRA SA, Trafix Oy	TheLINK: Amberg Engineering AG, Amberg Loglay AG, Sweco Finland Oy, Sweco Environment Ltd, OÜ Hendrikson & Ko, WSP Finland Oy, WSP Sverige AB	VR Track Oy – Egis Rail
Personnel					
Project manager Annex B2_1. – Proven experience in similar tasks is appreciated. By similar task is understood assessments of a large scale transport investments, which have included as-sessment of highways, tunnel, tunnel systems, railways, bridges, or streets and roads. With regard to reference objects, it is appreciated that the job title and contents of the reference correspond with the assignment now under procurement and that the scope of reference (duration and value € for the person involved) is equivalent with the subject-matter in question.	Among the references there are assignments performed in both key-person role and other roles. Majority of references respond well to the assignment. It can be said that ther person had proven experience of assesment of large scale transport investmens in a project manager´s role. Also the scope of references, their duration and eurovalue is mostly equivalent with the subject-matter in question. References include job title and scope (eurovalue) which do not fully respond the assignment under procurement.	Among references, there are those derived from project manager role in assessment of large-scale transport investments. Contents of the references consists of works in other roles than the key person role (project manager) to which the person is now offered. In some roles person has experience as a project expert in land-use planning. Part of given references correspond in content and scope to the assignment under procurement. Lack of experience in assesments of large scale transport investments. The scope of references is only partly equivalent with the subject-matter in question. In some references the eurovalue is not is equivalent and in some references the content of the work does not respond to the complexity of the assignment lingking streets and road or railways bridges and tunnel systems.	Contents of the references correspond excellently with the assignment now under procurement and the scope (duration and value €) of references is equivalent with the subject-matter in question as well as job titles. One reference corresponds to the assignment in the best possible way adn brings excellency to the evaluation of this person. It is the assessment of the large-scale investment, Eurotunnel 2012, which is a cross-border undersea railway tunnel connecting 2 economic areas.	Person has proven experience in similar tasks. The job titles and contents of all the references correspond excellently with the assignment now under procurement and the scope (duration and value €) of reference is equivalent with the subject-matter in question. The person has extensive experience as a project manager in large scale tunnel projects and tunnel systems including railways, highways, roads and bridges. References are similar to task and cover various modes of large scale traffic systems.	Among references there are those derived from project manager role in assesment of large-scale transport investments. Lacks excellency in similar tasks concerning as has experience solely on railway projects and among the references there are no examples of projects linking transport systems including streets and roads or highways which is needed in the assignment. Scope (duration and value €) of all references is equivalent with the subject-matter in question.
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Expert on traffic volume estimations Annex B2_2. – Traffic volume estimations means experience of assessments of passenger and cargo volumes on large-scale transport systems, e.g. assessment of highways, tunnel, tunnel systems, railways, bridges, or streets and roads. In comparison, priority will be given to references performed in role of a key-person. References presented in other roles will be taken into account as secondary. With regard to reference objects, it is appreciated that the job title and contents of the reference correspond with the assignment under procurement and that the scope of reference (duration and value € for the person involved) is equivalent with the subject-matter in question.	Among the references there are mainly works carried out in other roles, and none work accomplished on the role to which the person is now offered. Job titles of this person refer to extensive expertise in project management and business development. In this role we look for an expert to draft traffic volume estimations. Contents of the references mostly do include traffic volume estimations on large-scale transport systems. Scope of majority of the references correspond to the assignment under procurement concerning their duration and eurovalue.	Contents of references respond excellently to the assignment under procurement, in particular the forecasts on maritime cargo traffic respond needs in this project. The duration of the references is equivalent with the subject-matter in question. The eurovalue of majority but not all references correspond to the assignment under procurement which is the reason to reach 9 points instead of 10. All references are performed in role of a key-person.	Contents of references respond excellently to the assignment as the persons has previously estimated volumes of traffic in the same routes assessed in the task under procurement. The duration of the references is equivalent with the subject-matter in question. The eurovalue of majority but not all references correspond to the assignment under procurement which is the reason to reach 9 points instead of 10. All references are performed in role of a key-person.	Contents and scope (duration and value €) of references respond well to the assignment under procurement but some references are linked to city logistics only, local perspective does not fully correspond to the assigment to asses passenger and cargo volumes of a large scale transport systems although projects are large in eurovalue. Majority of references are performed in role of a key-person.	Contents and scope of majority of references respond well to the assignment under procurement but all presented experience is not of assesments on large-scale transport systems and some are very local in impact compared to the assingment under produrement. This is why excellency is not reached. Eurovalue of the projects in references could be higher, majority references are large scale transport systems. Majority of references are performed in role of a key-person.
Expert on wider com. amp. analy. B2_3. – Wider comparative impact analysis means experience in assessments of comprehensive impact of largescale transport investments, such as, among other things, assessments from social and economic point of view e.g. of highways, tunnel, tunnel systems, railways, bridges, or streets and roads. In comparison, priority will be given to references performed in role of a key-person. References presented in other roles will be taken into account as secondary. With regard to reference objects, it is appreciated that the job title and contents of the reference correspond with the assignment under procurement and that the scope of reference (duration and value € for the person involved) is equivalent with the subject-matter in question.	Contents of some but not all references correspond well to the assignment. Majority of the references do include assesments, in particular cost-assesments, of large scale transport invesments but lack comperehensive impact analysis in particular on both social and economic point of view. Scope,duration and eurovalue, of references respond well to the assignment. Majority of the references are performed in role of a key-person.	Contents and scope of references show excellent experience in assesment of large scale transport investments and their impact in regional development from the social and economic point of view as content and scope of majority of references correspond to the assignment under procurement. All the references are performed in role of a key-person.	Contents and scope of the references do not completely respond the assignment; some are not about comprehensive impact of largescale transport investments. Concerning the B2_3 expert´s role in this project under procurement, majority of the references is not performed in role of a key-person, who in this case is an expert of wider comparative impact analysis. This person has great experience in project management but in this role project management is not the main task.	Contents and scope of majority of references respond well to the assignment under procurement. In reference projects experience in measuring social impacts could be stronger to fully respond the content of this assignment. Scope of the references meet the duration and eurovalue of the assignment. Some of the references are performed in role of a key-person but some are more linked to project management than expertise on comparative impact analysis.	Contents of some references respond well to the assignment under procurement but person could have more experience on large-scale investments and wider comparative impact analysis. There is no mentioning on wider comparative impact analysis in all the references only the CBA which leaves the content of references partly unclear. Some of the references are performed in a role of a key person but most do not include roles of an expert in comparative impact assesment.

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Expert on standard cost-benefit analysis B2_4. – Standard cost-benefit analysis means experience in assessment of impacts of large-scale transport investments, e.g. assessment of highways, tunnel, tunnel systems, railways, bridges, or streets and roads. The experience in project must be gained in assessments carried out according to Finnish, Estonian and Europe-an methodology. In comparison, priority will be given to references performed in role of a key-person. References presented in other roles will be taken into account as secondary. With regard to reference objects, it is appreciated that the job title and contents of the reference correspond with the assignment under procurement and that the scope of reference (duration and value € for the person involved) is equivalent with the subject-matter in question.	Scope of the references corrrespond to the assignment under procurement but content wise references do not fully correspond to this assignment. All references do not indicate methodology used in the assignments. Among the references there are assignments performed in both key-person's role and other roles. Job titles and contents do not fully respond the key-role of this CBA expert in the project as some of the references do not mention this expert´s role in CBA work but indicate experience in management role. Majority of references, how-ever correspond to the key-person's role he is now offered	Reference´s content of expert on standart CBA correspond well to the assignment under procurement as well as their scope in duration and eurovalue. Majority of the references are performed in role of a key-person but in some referencesw the expert´s key role in drafting the CBA has not been described.	Scope and contents of references correspond well to the assignment under procurement. However some assesments are not considered done on large scale projects, and most references are also on projects which have very local impact scale. Among the references there are assingnments performed both in key-persons role and other roles. Expert has excellent project director experience according to the job titles but it is difficult to evaluate how much expertise in standard CBA the expert actually has in the key-role in this assignment as the role of the expert in CBAs has not been described in all references. It remains unclear has the expert been part in a project were the CBAs has been conducted or has the person had a key role in conducting the CBA.	Contents and scope of references correspond to the assignment under procurement but some references' assesment experience is on very local projects which does not fully correspond with the assement of a large scale transport investment. In one reference the CBA methodology used is unclear (Finnish,Estonian or European assesment methodology). However majority of references correspond to the key-person´s role the expert is now offered.	Contents and scope of references correspond partly to the assignment under procurement, because most references are local in impact and their content does not correspond to the assignment- This is also indicated by the duration of analyse phases. One reference does not indicate CBA methodolgy although others do. Majority of the references however correspond to the key person's role the person is now offered but scale of assesments has been rather small scale.

Expert on gen. traf. syst. and costs B2_5. General traffic systems and costs means experience in assessment of operation and costs in large-scale transport investment e.g. assessment of highways, tun-nel, tunnel systems, railways, bridges, or streets and roads. General traffic systems and costs means any transport project. In comparison, priority will be given to references performed in role of a key-person. References presented in other roles will be taken into account as secondary. With regard to reference objects, it is appreciated that the job title and contents of the reference correspond with the assignment under procurement and that the scope of reference (duration and value € for the person involved) is equivalent with the subject-matter in question.	Majority of given references correspond to the assignment under procurement. Contents of references show extensive local rail traffic experience but little road traffic knowledge (highways or roads and streets) which is needed in the assignment to be able to asses general traffic systems including intermodality. Scope duration and eurovalue of references corresponds to the assignment. Majority of references are performed in role of a key-person.	Contents of references correspond well to the assignment under procurement. Excellent references on cost calculations. Scope of the references meets the criteria in duration but eurovalue of some projects is unclear in references which is the reason the references cannot be taken account as excellent despite their content. All the references are performed in role of a key-person.	6 references given, last one in the form was left out of the evaluation. Content of the references is rather local, which does not fully correspond to the assignment and need to assest large scale investment and general traffic systems. Most references are also small scale in eurovalue but meet the duration criteria. All the references are performed in role of a key-person.	Contents and scope (duration and eurovalue) of references respond well to the assignment under procurement. However, some of the references are mostly linked to city logistics which does not fully respond the content of this assignment. The references are performed in role of a key-person.	Contents and scope of majority of references respond well to the assignment under procurement. However, some projects are small scale on scope (duration and eurovalue). Majority of the references are performed in role of a key-person but the responsibilities could have been described in more detail to fully understand the role of this expert.
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Expert on road rail traf. syst. and costs B2_6. – Road and rail traffic systems and costs means experience in assessment of op-eration and costs in large-scale highway and railway investment e.g. assessment of highways, tunnel, tunnel systems, railways, bridges, or streets and roads. Road and rail traffic systems and costs transport project refers specifically to road and rail projects. In comparison, priority will be given to references performed in role of a key-person. References presented in other roles will be taken into account as secondary. With regard to reference objects, it is appreciated that the job title and contents of the reference correspond with the assignment under procurement and that the scope of reference (duration and value € for the person involved) is equivalent with the subject-matter in question.	Majority of given references correspond content to the assignment under procurement, anyhow the references concern mostly local rail traffic and person has little experience on road traffic systems which does not fully respond the assignment under procurement. Scope of references meets the criteria in duration and eurovalue. References are performed in role of a key-person.	Contents of references corresponds well the assingment under procurement. Person has extensive expertise in assesment of railway investment development. References meet the scope to the assignment under procurement but person should have more experience in large scale projects to reach excellent points. The references are performed in role of a key-person.	Contents and scope of references correspond to the assigment but not fully as there is no experience of EU transport policy and highway or railway systems under EU regulation. References are performed in role of a key-person.	Contents and scope of references respond well to the assignment under procurement. Contentwise the person has experience particularly in city logistics which does not fully meet the assignment under procurement. Most but not all references are performed in role of a key-person.	Contents of references respond well to the assignment but in some references given scope (eurovalue and duration) does not correspond to the assignment under procurement. Majority of references are performed in role of a key-person.

Expert on maritime systems and costs **B2_7** – Maritime systems and costs means experience in assessment of large-scale maritime functionalities and costs, e.g, assessments of ports, operative costs, fixed costs and competitive situation. In comparison, priority will be given to references performed in role of a key-person. References presented in other roles will be taken into account as secondary. With regard to reference objects, it is appreciated that the job title and contents of the reference correspond with the assignment under procurement and that the scope of reference (duration and value € for the person involved) is equivalent with the subject-matter in question.	Some of given references correspond in scope to the assignment under procurement measured in eurovalue and duration but experience mainly concentrates on ports only and does not include maritime systems which is integral part of the content of this assignment. One reference (wind turbines) does not correspond to the content of the assignment at all. Among the references there are assignments performed in role of a key-person and other roles.	References's scope and content correspond excellently to the assingnment under procurement. However, eurovalue of some references could be of a larger scale. All the references are performed in role of a key-person.	Contents and scope of references correspond excellently to the assigment under procurement, some of the references in economic assesment are excellent as very similar analysis will be done in this assignment. All the references are performed in role of a key-person.	Majority of contents and scope of references respond to the assignment under procurement. However,some of the references do not correspond to the assignment´s content or scope as they are either very local in impact or not large scale enough. Among the references there are assignments performed in both key-person role and other roles.	Contents and scope of references respond well to the assignment under procurement. One of the references is not performed in role of a key-person and does not respond to the content of the assignment at all.