International Development Group LLC

REQUEST FOR PROPOSAL

Issue Date:	**October 14, 2026**
Questions Submission Due Date:	**October 23, 2026**
Proposal Submission Due Date:	**October 30, 2026**

Subject: **Niger Endline Origin-Destination Survey**

All Prospective Offerors:

International Development Group Advisory Services, LLC (International Development Group LLC or IDG) is soliciting proposals from qualified local organizations to provide technical services as described in this solicitation. This procurement will require a formal technical and cost proposal submission as outlined by the Request for Proposal (RFP). This procurement will be conducted through a full and open competition process under which any type of organization is eligible to compete. IDG anticipates awarding a fixed-fee contract with a period of performance of 5 months from the date of award as a result of this solicitation. Competition under this procurement will be full and open.

Questions regarding this opportunity must be submitted on or before the due date and time listed above to **procurement@internationaldevelopmentgroup.com**. In the subject line reference: Questions – Niger Endline Origin Destination Survey.

All proposals, consisting of the documentation required, must be submitted electronically to **procurement@internationaldevelopmentgroup.com** on or before the due date stipulated above. All submitted documents must conform to the requirements outlined in the solicitation.

Documents received after the deadline will not be considered. This solicitation in no way obligates IDG to award a contract nor commit to pay any cost incurred in the preparation and submission of a proposal.

Thank you for your interest in working with IDG.

Sincerely,

IDG Procurement Team

International Development Group LLC

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SECTION A. INTRODUCTION AND BACKGROUND

A.1 Objective

International Development Group LLC (IDG) intends to engage a firm of relevant expertise to conduct the endline Origin–Destination (O-D) survey of road users on two of the three Millennium Challenge Corporation (MCC)-funded roads under the Niger Roads for Market Access (RMA) Activity: National Road 7 (RN7, Dosso – Bella II) and National Road 35 (RN35, Margou – Gaya). The selected firm will be responsible for preparing for and managing all aspects of data collection under the direct supervision of IDG; and applying the data collection component(s), as finalized and agreed upon with IDG and MCC following award.

A.2 Brief Description of the Evaluation

MCC and the Government of Niger (GON) signed a five-year, USD 437 million Compact on July 29, 2016, which entered into force on January 26, 2018. As part of the Irrigation and Market Access Project (IMAP), the RMA Activity aims to reduce trade barriers and improve physical market access through targeted improvements to the road network serving the Dosso-Gaya irrigation perimeters. The three sub-activities under the RMA Activity are the rehabilitation and paving of RN7 from Dosso to Bella II (83 km); the rehabilitation and gravel upgrade of RN35 from Margou to Gaya (180 km); and the rehabilitation and gravel upgrade of the Route Rurale de Sambera (RRS, 37 km).

IDG was contracted by MCC in October 2018 to conduct an Economic Analysis and Performance Evaluation of the RMA Activity. The evaluation answers two core questions: (1) whether the project was implemented according to plan, and (2) whether the project achieved its stated objective and why or why not. The endline O-D survey primarily contributes to answering Core Question 2 by providing critical inputs to the economic models (HDM-4 and RED) used to estimate the Economic Rate of Return (ERR) and by enabling a comparison of road usage patterns before and after rehabilitation.

A.3 O-D Survey Objectives

The O-D survey is designed to serve three purposes, all of which address Core Question 2:

1. Inform the HDM-4 and RED economic models with vehicle occupancy, trip purpose, value of time, freight payload, routing, journey duration, and transport cost inputs;
2. Collect information on current road users and their trips (who is travelling, why, what they are transporting, what they pay, and how long trips take); and
3. Provide background information on the transportation market structure.

The survey is an endline survey designed, to the extent security conditions allow, to replicate the two-part baseline O-D survey conducted in March–April 2021 so that IDG can perform before-after comparative analysis. The 2021 baseline comprised a short in-person roadside survey followed by a longer telephone survey. For the roadside survey, 1,156 vehicles were stopped. In addition to all the drivers, 376 passengers were interviewed, for a total of 1,532. The follow-up survey reached 762 telephone respondents (631 drivers and 131 passengers).

A.4 Operating Context and Rationale for a Flexible Design

A.4.1 Security situation

The security situation in the Dosso region has deteriorated since the 2021 baseline, with armed incidents now occurring along the rural stretches of RN7 and RN35. As a result, the endline O-D locations will differ from the baseline: rather than the open rural shoulders used in 2021, interception

sites will most likely be placed on the periphery of the urban areas (Dosso, Gaya, Margou, Falmey), adjacent to police/gendarmerie control posts, to reduce risk to the field team.

A.4.2 Niger–Benin border closure

The Niger–Benin border has been closed since July 2023, and direct cross-border movement at the Malanville–Gaya crossing remains blocked. Freight and passengers now detour through Nigeria, Togo, and Burkina Faso; a Malanville–Niamey trip that previously took about 5 hours via RN7 can now take up to 12 hours, and throughput at the Port of Cotonou has fallen by roughly 20 percent. International long-haul traffic is therefore much less likely to use the rehabilitated RN7 for direct border crossings, which will tend to mask expected Vehicle Operating Cost (VOC) and travel-time benefits on that corridor.

SECTION B. STATEMENT OF WORK

B.1 Overview and benchmark design

The 2021 baseline (the benchmark for this assignment) used a two-part design: (i) a roadside vehicle interception survey to capture basic information and contact details, and (ii) a follow-up telephone survey with the same respondents. Roadside interception was conducted at three stations—two on RN7 (O1, O2) and one on RN35 (O3)—over 48 consecutive hours per station across six days. The originally planned 2026 endline replicated this approach at four rural stations (O1, O2, O3, L1) for two days of 24 hours each. Because rural roadside operation now carries unacceptable risk, this TOR restructures the endline into three modular components. The original rural design is retained here only as the methodological benchmark against which each component is assessed.

Offerors must propose a technical approach for each of the three components below, and cost them separately and in the recommended combinations (section B5). The final methodology mix will be confirmed by IDG after the October 2026 reconnaissance.

B.2 Component A: Adjusted Roadside Intercept + Telephone Survey

Component A retains the quantitative, vehicle-level roadside intercept methodology but relocates survey stations from open rural shoulders to secure urban sites immediately adjacent to manned Police Nationale / Gendarmerie control posts (postes de contrôle) within town boundaries, where exposure to rural insurgent or bandit attacks is substantially lower. This component preserves the empirical vehicle sampling required for traffic-matrix calibration and HDM-4 modeling, and retains the phone call-back structure used in 2021.

Stations, timing, and duration

- Four (4) urban-perimeter stations adjacent to control posts: Dosso and Gaya (RN7 corridor), and Margou and Falmey (RN35). Indicative locations and coordinates are in Annex 1; final siting is contingent on the October reconnaissance confirming authorization and sufficient space to pull vehicles over safely.
- One (1) round in November/early December 2026.
- Two (2) days per station, 12 daytime hours per day (06:00–18:00). Nighttime operation is excluded on security grounds.
- Based on the baseline survey, an O-D roadside shift typically will require 1 Supervisor, 2–3 Enumerators, 2 Traffic Counters, and 2 Signalers/Flaggers per station. The team can move from one station to the next as they complete each one.
- A follow-up telephone survey is administered to respondents who provide a contact number at the roadside, replicating the 2021 call-back design. (Respondents were called back within 3 days, on average.)
- On average, during the 2021 survey, the median duration of roadside interviews was 4 minutes if only the driver was interviewed, and 12 minutes if passengers were interviewed as well. The median duration of the follow-up telephone interviews was 8 minutes.

Screening for intercity traffic

Because urban stations will intercept a share of purely local traffic, a two-tier filter must be added to Module A of the roadside questionnaire to retain only intercity users of RN7 / RN35:

- Filter Q1: “Is this vehicle currently traveling beyond the urban limits of [Dosso / Gaya / Margou / Falmey] along RN7 or RN35?” — if No, end interview (local urban traffic); if Yes, proceed.
- Filter Q2: “What is the final destination of your current trip?” — confirm an intercity destination along the corridor.

Known drawbacks to document and mitigate: possible driver apprehension at police posts (raising refusal rates); possible selection bias from vehicles bypassing posts via side streets; and imperfect comparability with 2021 stations located 3.5–7 km outside town centers. IDG will apply post-hoc econometric adjustment (in Stata) to correct for the location shift; the firm must record station siting precisely enough to support this.

Given that urban-perimeter control posts will capture local city traffic, assume a screen-out rate of 30–50%. These are stopped vehicles which may be local traffic.

B.3 Component B: Phone Panel Re-interview of 2021 Contacts

Component B re-interviews, by telephone, the panel of 762 respondents (631 drivers, 131 passengers) who provided phone numbers during the 2021 baseline. Because calls are made from a secure office or remotely, field exposure is effectively eliminated. The existing relationship with these respondents may improve response rates and data quality, and the panel yields a true before-after structure: even respondents who have stopped using the road could provide analytically valuable information about why.

- Reachability and churn must be planned for. Evidence from comparable African settings indicates roughly 50–71 percent reachability after 1–4.5 years, with up to ~34 percent of participants changing numbers between survey waves (SIM/phone theft a leading cause).
- An advance SMS explaining the survey's purpose should be sent to reduce non-response.
- Expected yield is on the order of 30–50 percent of the 762 contacts (approximately 250–380 completed interviews); the firm will propose a sampling and call-scheduling protocol that accounts for non-response and ensures representation across vehicle types and routes.
- A minimum of 4–5 call attempts per contact, across different times of day and days of the week, may be necessary before classifying a number as non-responsive

The panel instrument covers change in road usage since 2021, current trip patterns, trip purpose, occupancy, commodities, fares and transport costs, and—for those no longer using the road—the reasons.

B.4 Component C: Focus Group Discussions / Key User Interviews

Component C collects road-user characteristics through focus group discussions (FGDs) and semi-structured interviews at secure, controlled locations (transport terminals, markets, freight depots, municipal buildings) in Dosso and Gaya. It can capture the principal EDR variables—origin and destination, trip purpose, travel time, trip frequency, vehicle occupancy, commodities, and fares/costs—and is well suited to explaining how and why transport dynamics are changing (for example, the effects of the border closure and crop substitution). A comparable approach was used by IDG for the 2023 Mozambique Road Rehabilitation evaluation.

- Participants are recruited at bus stations, truck depots, and taxi pick-up points using filter questionnaires; separate groups are convened by user type (e.g., bus drivers, truck drivers, taxi/passenger-vehicle drivers, and male and female passengers). It is expected that passengers will generally be easier to recruit than time-constrained commercial drivers.

- Indicative scope: approximately 12 groups across four urban locations and roughly 88–100 participants across the user categories, of which perhaps 12 commercial drivers would be interviewed individually.
- Structured quantitative items can be embedded in FGDs covering: road-quality and road-safety ratings (before vs. now), trip frequency, vehicle seating / payload capacity, perceived financial and quality-of-life impact, travel-time savings and daily trip turnaround, and retrospective fares, fuel, and maintenance costs.
- Focus groups discussions are expected to last approximately 1 hour, not including time to set, register participants, etc.
- Two FGDs should be piloted to refine the questions. The data collected from the pilots should be collected and may be used for analysis.
- The FGD guide and the interview guide, both of which include instructions and questions will be prepared by IDG, and revised following the pilot, as needed.
- Provide video and audio recordings and verbatim transcriptions, in French, of FGD sessions. A recording that generates transcriptions can be used.

B.5 Recommended combinations

The components are complementary and are not mutually exclusive. IDG's current assessment, to be confirmed after reconnaissance, is:

- **Component A + Component B:** the preferred combination: adjusted roadside sampling for HDM-4 matrix compatibility, strengthened by a true longitudinal panel from the 2021 contacts.
- **Component B + Component C:** the fallback if roadside field stops are prohibited: quantitative panel follow-up plus qualitative context.

Offerors should recommend a preferred mix with justification, while costing each component so IDG and MCC can finalize scope after reconnaissance.

B.6 Cross-cutting requirements (all roadside and panel components)

B.6.1 Instrument and questionnaire

Two structured questionnaire versions will be used—one for vehicles transporting goods and one for passenger vehicles—building on the 2021 baseline instruments and the draft O-D Protocol, with endline additions (e.g., "rationale for choosing the road" and questions on changes since 2021). Questions will be developed by IDG, and final instruments will be provided by IDG in French and English and tested during the pilot. The local firm will be responsible for translating the questionnaires into Hausa and Zarma.

Offerors are strongly encouraged to use computer-assisted personal interviewing (CAPI) on handheld electronic devices (tablets/smartphones) with the same data fields as the paper instrument; any instrument must be approved by IDG and tested during the pilot. Where CAPI is used, the firm must supply all field hardware and connectivity, including: robust CAPI tablets fitted with screen protectors and protective cases suitable for roadside and outdoor use; heavy-duty portable power banks with sufficient capacity to cover a full shift and to withstand regional power outages; and dedicated mobile data SIM cards for daily data syncing to a secure server. The firm is responsible for device charging, backup power, and data synchronization throughout data collection. A paper fallback instrument must be available at every roadside station in case of device or power failure.

B.6.2 Sampling (roadside component)

Sampling rates are determined by vehicle type to obtain representative samples while preventing congestion, and are calibrated to a short traffic count at each station. The 2021 baseline applied, on RN7, approximately: motorcycles 6.3% (1 in 16), sedan/4WD 20% (1 in 5), small and medium buses and 2-axle / 3–4-axle trucks 50% (1 in 2), and large trucks (5+ axle) 25% (1 in 4); on RN35, all vehicles were sampled at 100%. As a planning benchmark the EDR specifies roughly 33% for goods vehicles (1 in 3) and 20% for passenger vehicles (1 in 5). Final rates will be confirmed with IDG against the endline MTC counts. Counters, one for each direction, will track traffic by vehicle type, attempted and successful interceptions, completed interviews, and refusals. As noted above, the total sample will be similar to the 2021 sample of 1,156.

B.6.3 Vehicle classification

Vehicle classification will follow the HDM-4-aligned categories used for the endline MTC and the 2021 baseline (motorcycles; passenger cars / light vehicles; light goods vehicles; minibuses; buses; 2-axle, 3-axle, and articulated trucks; and non-motorized traffic), to ensure consistency between the traffic count and the O-D survey. The final classification template will be provided by IDG.

B.7 Preparation for data collection

- **Field reconnaissance (October 2026):** support the IDG In-Country Coordinator's reconnaissance to confirm, for each proposed urban site, (i) authorization from local authorities to survey at the location and (ii) sufficient physical space to pull vehicles over safely.
- **Permits, clearances, and police coordination:** obtain all required local permits and insurance, and coordinate with the Police Nationale and Gendarmerie for interception support and station security at each site.
- **Review of Data Collection Protocol:** review IDG's draft O-D Protocol and propose adaptations to the local context, including the security-driven component(s); IDG finalizes the protocol and MCC provides final approval.
- **Data Collection Plan:** develop a plan covering team composition and profiles; activity calendar; station/site allocation; call-center setup and call protocol (Component B); FGD recruitment and guides (Component C); travel and security logistics; anticipated challenges and contingencies; and the outline of progress reports.
- **Recruitment:** recruit qualified enumerators, telephone interviewers, FGD facilitators, supervisors, and support staff, balanced by gender and local language capacity (French, Hausa, Zarma) wherever possible.
- **Training:** provide a minimum of one day of training (classroom plus small-group exercises) for all field, telephone, and FGD staff, in close coordination with IDG, plus one day of pilot training under field conditions (see below).
- **Pilot test:** pilot the applicable instruments outside the study sample (roadside screening and questionnaires; phone-panel script; FGD/interview guides); all staff must complete the pilot successfully as part of their training. A Pilot Test Summary will be submitted to IDG.

B.8 Launch of data collection

- Provide field and call-center staff with all necessary equipment and materials (devices, forms, safety gear, communications).

- Manage and provide technical support to teams in accordance with the Data Collection Protocol.
- Ensure safe transportation and security of all staff; suspend and reschedule activities when conditions are unsafe, in coordination with IDG.
- **Field security and evacuation protocol:** Offerors must submit, as part of their technical proposal, a field security and evacuation protocol covering teams travelling between Niamey and the regional bases and operating at each survey site. At minimum it should address route planning and safer-travel timing, vehicle and communications standards, check-in procedures and a chain of command, coordination with the Police Nationale / Gendarmerie, triggers for pausing or withdrawing from the field, and evacuation and medical-emergency arrangements. The protocol will be reviewed and agreed with IDG before data collection begins and updated as conditions require.
- Follow all internal QA/QC protocols with regular supervision and random quality checks; facilitate inspection by IDG representatives.
- Submit weekly progress reports throughout data collection.

B.9 Data entry, processing, and analysis

- Review and validate data; transfer the consolidated dataset to IDG following IDG's coding template, with scanned copies of any paper forms.
- Produce a draft summary of data collected, including trip patterns, vehicle occupancy, commodity and freight profiles, fares and transport costs, and—for the panel—self-reported changes since 2021, disaggregated by corridor (RN7 vs. RN35).

B.10 Reporting

Submit the deliverables listed in Section 5, culminating in a Final Data Collection Report and cleaned dataset. Reporting must distinguish RN7 and RN35 findings and flag the influence of the border closure on RN7 interpretation.

B.11 Roles and Responsibilities

Party	Responsibilities
MCC	• Provide oversight of IDG's contract and consent to IDG's subcontract; • Provide technical review of key deliverables (final instruments, pilot test summary, and data collection report); • Provide final approval of the Data Collection Protocol and the confirmed methodology mix.
IDG	• Provide a letter of introduction to the Ministry of Equipment and Infrastructure (Ministère de l'Équipement et des Infrastructures); • Provide the final Data Collection Protocol, instruments, training manual, 2021 baseline phone-contact list, and coding template; • Lead the October reconnaissance and confirm the final methodology mix with MCC;

Party	Responsibilities
	• Collaborate on training; oversee fieldwork and conduct spot checks; perform econometric adjustment and HDM-4/RED analysis; • Supervise overall data collection and provide feedback. • Review data quality submitted by the Consulting Firm. • Conduct analysis of data.
Consulting Firm	• Prepare for all aspects of data collection (reconnaissance support, permits, recruitment, training, piloting); • Translate questionnaires into Hausa and Zarma; • Propose adaptations to the Protocol and recommend a methodology mix; • Closely follow the Protocol and manage fieldwork, call-center, and/or FGD operations; • Ensure safety of all staff and high-quality data throughout; • Produce a clean dataset and the Final Data Collection Report.

B.12 Quality Assurance / Quality Control

QA/QC applies across preparation, fieldwork/calling, and data management:

- Selection of enumerators and interviewers with demonstrated experience in O-D or large survey work;
- Pre-survey training and piloting before data collection begins;
- Supervisor monitoring of all stations, the call center, and FGD sessions, including random spot-counts of interception sampling against the counter's tallies;
- Random spot checks by the IDG evaluation team to verify accuracy and procedure;
- Call-back verification of approximately 10 percent of roadside respondents to confirm interviews were conducted correctly;
- Supervisor review of all completed questionnaires/records at the end of each shift or calling session;
- Double data entry where paper forms are used, with discrepancies corrected against the original;
- Secure handling and archiving of forms, recordings, consent records, and the contact list, consistent with respondent-privacy requirements.

SECTION C. DELIVERIES AND PERFORMANCE

C1. PERIOD OF PERFORMANCE

The period of performance begins on the date of award and ends by March 31, 2027. Data collection shall take place in November 2026/early December, with exact dates finalized with IDG following award. Indicative deliverables and due dates (to be confirmed in the contract):

C2. LIST OF DELIVERABLES

The prospective subcontractor is responsible for the following outputs and deliverables:

Deliverable	Indicative due date
D1. Evidence of permits and authorizations for all data collection activities	1 week after contract signing
D2. Summary of suggested revisions to the Data Collection Protocol and recommended methodology mix. Translations of the questionnaires into Hausa and Zarma.	2 weeks after contract signing
D3. Data Collection Plan (including reconnaissance findings)	3 weeks after contract signing
D4. Summary of Pre-test; Summary of Pilot Test and Enumerator/Interviewer Training	1 week before data collection begins
D5. Weekly Data Collection Progress Reports	During data collection (Nov/December 2026)
D6. Draft Data Collection Report and validated dataset	3 weeks after data collection completion
D7. Final Data Collection Report and cleaned dataset (both/all applicable components), with RN7/RN35 disaggregation	5 weeks after data collection completion

*The dates will be finalized during contract negotiations.

Unless instructed otherwise, all reports shall be submitted electronically in MS Word, Excel, or PDF, in English. Datasets follow the MCC Evaluation Microdata Guidelines and IDG's coding template.

SECTION D. PAYMENT

D.1. PAYMENT SCHEDULE

The prospective subcontractor will be paid based on submission of deliverables as below:

Milestone	Deliverable(s)	Contract Amount (%)
Contract Signature (Mobilization)	N/A	10%
Submission of permits, authorizations, and Data Collection Protocol revisions. Translation of questionnaires into Hausa and Zarma.	Deliverables 1 & 2	10%
Submission of Data Collection Plan (including reconnaissance findings) and Completion of Pre-test and Pilot Test	Deliverable 3 & Deliverable 4	15%
Completion of all data collection	Deliverable 5 (Progress Reports)	15%
Receipt of Draft Data Collection Report and validated dataset	Deliverable 6	20%
Acceptance of Final Report and Dataset	Deliverable 7	30%
Total		**100%**

D.2. PAYMENT DETAILS

The anticipated award is a fixed-fee contract. Payment will be tied to acceptance of deliverables (schedule to be finalized in the contract). The prospective subcontractor will be responsible for any correspondent bank fees associated with transfers. The payment will be sent by IDG (US-based) with funding provided by MCC.

SECTION E. PROPOSAL INSTRUCTIONS

E.1. QUESTIONS CONCERNING THE RFP

Questions regarding this opportunity must be submitted by the date and time in the cover letter to **procurement@internationaldevelopmentgroup.com**. In the subject line reference: Questions – Niger Endline Origin Destination Survey.

E.2. PROPOSAL DUE DATE

Proposals, consisting of the documentation required in section B must be submitted electronically to **procurement@internationaldevelopmentgroup.com** by the date and time in the cover letter. All submitted documents must conform to the requirements outlined in the solicitation.

Documents received after the deadline will not be considered. This solicitation in no way obligates IDG to award a contract nor does it commit IDG to pay any cost incurred in the preparation and submission of a proposal.

E.3. PROPOSAL SUBMISSION INSTRUCTIONS

Offers submitted in response to this solicitation shall be in the English language. Offers received in other than English shall be rejected.

Financial offers submitted in response to this solicitation shall be denominated in USD.

Documents prepared in response to this RFP must be submitted in accordance with the instructions described below. It is up to the discretion of IDG whether late submissions will be considered. Typically, these will not be considered.

Details on the proposal instructions are as follows:

- *Volumes:* Each offeror's proposal shall be prepared as two (2) separate electronic volumes. Offerors must structure the technical and cost proposal so that each component can be selected independently.
    - **Volume 1 – Technical Proposal (no page limit):**
        - Describe the approach, staffing, logistics, QA/QC, and security plan for each of Components A, B, and C, and recommend a preferred mix with justification.
    - **Volume 2 – Cost Proposal** submitted in Excel with a line-item budget and narrative describing each budget line item (no page limit).
        - Provide a separate, fully-loaded cost for each component (A, B, C) as a stand-alone line item, plus costs for the two recommended combinations (A+B and B+C).
- *Assumptions:* state the sample sizes, number of sites/groups, number of call attempts, and staffing levels underlying each cost so they can be compared on a consistent basis.
- *Format:* Technical proposals must be submitted in either PDF or Microsoft Word. Cost proposals must be submitted with a detailed budget in the Excel budget template provided with clear quantities and unit costs (including required travel) and a detailed

budget narrative in PDF or Microsoft Word describing the basis of each line item proposed. All text should be Times New Roman font, in no smaller than 12-point for text and 10-point for spreadsheets, and any font size for graphics as long as they are legible.

- *Language*: Technical and cost proposals shall be submitted in English.
- *Validity*: Proposal submissions must remain valid for 180 days from the date of submission.

E.4. ADDITIONAL REQUIREMENTS

E.4.1. Representations and Certifications: A completed copy of the representations and certifications must be submitted with the proposal. A copy of Section 889 Certification (Annex B) filled out by the organization must be submitted with the proposal.

E.4.2. Evidence of Responsibility: the offeror will make an affirmative determination of responsibility and must address each element of responsibility in the template provided (Annex C).

The proposal must be emailed to procurement@internationaldevelopmentgroup.com with the subject line: **RFP – Niger Endline Origin Destination Survey no later than the time and date shown on the cover letter.**

Note: Please make sure to type the email addresses as per instructions. It is the offeror's responsibility to verify receipt of their quote by IDG.

SECTION F. EVALUATION CRITERIA FOR AWARD

F.1. Qualifications and Experience of the Firm

The selected firm shall demonstrate:

- Demonstrated experience conducting O-D, traffic, or large-scale survey data collection, preferably in Niger or the Sahel;
- A physical office presence and established field and call-center capacity in Niger;
- Proven ability to operate safely in insecure environments and to coordinate with national security services;
- Experience with electronic (tablet/CAPI) data collection and with telephone survey operations;
- Qualified supervisors (experience in at least two traffic/O-D surveys) and interviewers/facilitators with relevant survey or FGD experience;
- Local language capacity (French, Hausa, Zarma) and the ability to field gender-balanced teams.

F.2. Evaluation Criteria

Proposals will be evaluated on a best-value basis, considering at minimum: technical approach and understanding of the security-adjusted design; organizational experience and local field/call-center capacity; staffing and key personnel qualifications; safety and security management; and cost/value.

ANNEX A: O-D SURVEY LOCATIONS AND POLICE CONTROL POSTS

City	Road	Proposed site / control post and reference coordinates
Dosso	RN7	• Main southern exit control post (Poste de contrôle de la Police Nationale) towards Gaya on RN7; • 2018 feasibility post: 3.5 km from Dosso center, 31P 0521680 / UTM 1434855; • 2021 baseline site O1: 7 km from Dosso, Lat 12.97369 / Long 3.20040.
Gaya	RN35 / RN7	Central police / border control facility (Commissariat de Police / Poste de Contrôle) on RN35 near the RN7–RN35 junction and the approach to the Malanville border bridge.
Margou	RN35	• Police / gendarmerie check post near the RN1–RN35 junction at the Margou entrance towards Falmey; • 2021 baseline site O3: 6 km from Margou on RN35, Lat 13.04995 / Long 2.84963.
Falmey	RN35	Municipal gendarmerie / police post and administrative prefecture at PK 122 on RN35 in Falmey town center (former field logistics base for project engineers).

ANNEX B: SECTION 889 CERTIFICATION

Section 889 Certification

DATE:

FROM:

TO: International Development Group Advisory Services, LLC

SUBJECT: Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment (Section 889)

FIRM NAME certifies that it is in compliance with the below Federal Acquisition Regulations (FAR).

52.204-24 Representation Regarding Certain Telecommunications and Video Surveillance Services or Equipment (Dec 2019)

The Offeror shall not complete the representation in this provision if the Offeror has represented that it "does not provide covered telecommunications equipment or services as a part of its offered products or services to the Government in the performance of any contract, subcontract, or other contractual instrument" in the provision at 52.204-26, Covered Telecommunications Equipment or Services- Representation, or in paragraph (v) of the provision at 52.212-3, Offeror Representations and Certifications- Commercial Items.

(a) *Definitions.* As used in this provision—

"Covered telecommunications equipment or services", "critical technology", and "substantial or essential component" have the meanings provided in clause 52.204-25, Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment.

(b) *Prohibition*. Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. Contractors are not prohibited from providing—

(1) A service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or

(2) Telecommunications equipment that cannot route or redirect user data traffic or permit visibility into any user data or packets that such equipment transmits or otherwise handles.

(c) *Procedures.* The Offeror shall review the list of excluded parties in the System for Award Management (SAM) (https://www.sam.gov) for entities excluded from receiving federal awards for "covered telecommunications equipment or services".

(d) *Representation.* The Offeror represents that it. _____ will, ____ will not provide covered.

telecommunications equipment or services to the Government in the performance of any contract, subcontract or other contractual instrument resulting from this solicitation.

(e) *Disclosures.* If the Offeror has represented in paragraph (d) of this provision that it "will" provide covered telecommunications equipment or services", the Offeror shall provide the following information as part of the offer—

(1) A description of all covered telecommunications equipment and services offered (include brand; model number, such as original equipment manufacturer (OEM) number, manufacturer part number, or wholesaler number; and item description, as applicable).

(2) Explanation of the proposed use of covered telecommunications equipment and services and any factors relevant to determining if such use would be permissible under the prohibition in paragraph (b) of this provision.

(3) For services, the entity providing the covered telecommunications services (include entity name, unique entity identifier, and Commercial and Government Entity (CAGE) code, if known); and

(4) For equipment, the entity that produced the covered telecommunications equipment (include entity name, unique entity identifier, CAGE code, and whether the entity was the OEM or a distributor, if known).

The Offeror is required to inform the prime contractor within one (1) business day of identifying any covered equipment/services as required by FAR 52.204-25.

52.204-26 Covered Telecommunications Equipment or Services-Representation (Dec 2019)

(a) *Definitions.* As used in this provision, "covered telecommunications equipment or services" has the meaning provided in the clause 52.204-25, Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment.

(b) *Procedures.* The Offeror shall review the list of excluded parties in the System for Award Management (SAM) (https://www.sam.gov) for entities excluded from receiving federal awards for "covered telecommunications equipment or services".

(c) *Representation.* The Offeror represents that it. ____ does, ___ does not provide covered.

telecommunications equipment or services as a part of its offered products or services to the Government in the performance of any contract, subcontract, or other contractual instrument.

The Offeror is required to inform the prime contractor within one (1) business day of identifying any covered equipment/services as required by FAR 52.204-25.

Name and Title:_____

Signature: _____ Date: _____

ANNEX C: EVIDENCE OF RESPONSIBILITY

1. Authorized Negotiators

[Names of authorized negotiators]

2. Adequate Financial Resources

[Company Name] has adequate financial resources to perform the contract, or the ability to obtain them. [expand your certification with brief supporting information, as necessary]

a. [Please briefly describe your relationship with your bank, your line of credit, etc. this should be one sentence. Where does your working capital come from?]

3. Ability to Comply.

[Company Name] is able to comply with the required or proposed delivery or performance schedule, taking into consideration all existing commercial and governmental business commitments. [expand your certification with brief supporting information, as necessary]

a. Briefly describe the systems your company has in place for project management, administration, financing, monitoring, and reporting. These should be a couple of sentences. Briefly describe the systems your company uses to identify and mitigate risk throughout the life of a project. Confirm that your company complies with reporting requirements.
b. Briefly identify the number of projects completed, the amount, and whether or not there were any cost overruns, and whether task orders were completed on time.

Include a statement that the company is able to comply with the proposed delivery of performance schedule, having taken into consideration all existing business commitments, commercial as well as governmental.

4. Record of Performance, Integrity, and Business Ethics

[Company Name] has a satisfactory performance record in accordance [expand your certification with brief supporting information, as necessary]

a. Confirm that your company has complied with contract requirements in the past adhered to contract schedules, including the administrative aspects of performance.
b. Confirm your company's record of forecasting and controlling costs.
c. Confirm that your principals have never been debarred or suspended.
d. Explain how the company will work with the client to ensure work quality.

[Company Name] has a satisfactory record of integrity and business ethics. [expand your certification with brief supporting information, as necessary]

a. Confirm that your company has never been accused of unethical business practices.
b. Reference your completion of the Representations and Certifications document.
c. Identify your company's code of conduct or code of ethics, and briefly describe its contents.

5. Organization, Experience, Accounting and Operational Controls, and Technical Skills

[Company Name] has the necessary organization, experience, accounting and operational controls, and technical skills, or the ability to obtain them (including, as appropriate, such elements as production control procedures, property control systems, quality assurance measures, and safety programs applicable to materials to be produced or services to be performed by the prospective contractor and subcontractors). [expand your certification with brief supporting information, as necessary]

a. Identify the number of projects your company has completed as evidence of its experience.
b. Reference your company's past performance record. Demonstrate that your company has the capacity in accounting and financial capacity to complete the project.
c. Identify the type of accounting software your company uses and justify the selection of this software. Is it secure and equipped to handle government contracts?

6. Equipment and Facilities

[Company Name] has the necessary production, construction, and technical equipment and facilities, or the ability to obtain them. [expand your certification with brief supporting information, as necessary]

a. Briefly describe your company's building and facility.

b. Briefly describe your company's Information Technology systems including hardware, software, and internet connectivity.

7. Eligibility to Receive Award

[Company Name] is otherwise qualified and eligible to receive an award under applicable laws and regulations. [expand your certification with brief supporting information, as necessary]

a. Recertify that neither your company nor any of your principals are presently debarred, suspended, proposed for debarment, or declared ineligible for the award of contract by any Federal agency.
b. Certify that neither your company nor any of its principals have been convicted of or had a civil judgment rendered against them for commission of fraud, or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) contractor subcontract.
c. Confirm that neither your company nor any of its principals has been convicted of committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, or receiving stolen property, and are not presently indicted for, or otherwise criminally or civilly charged by a governmental entity with commission of any of the offenses enumerated above.

8. Cognizant Auditor

9. Organization of Firm

With the signature below, [Company Name] certifies that the above statements are accurate, complete, and current.

Signature: _____

Name:_____

Title:_____

Date:_____