



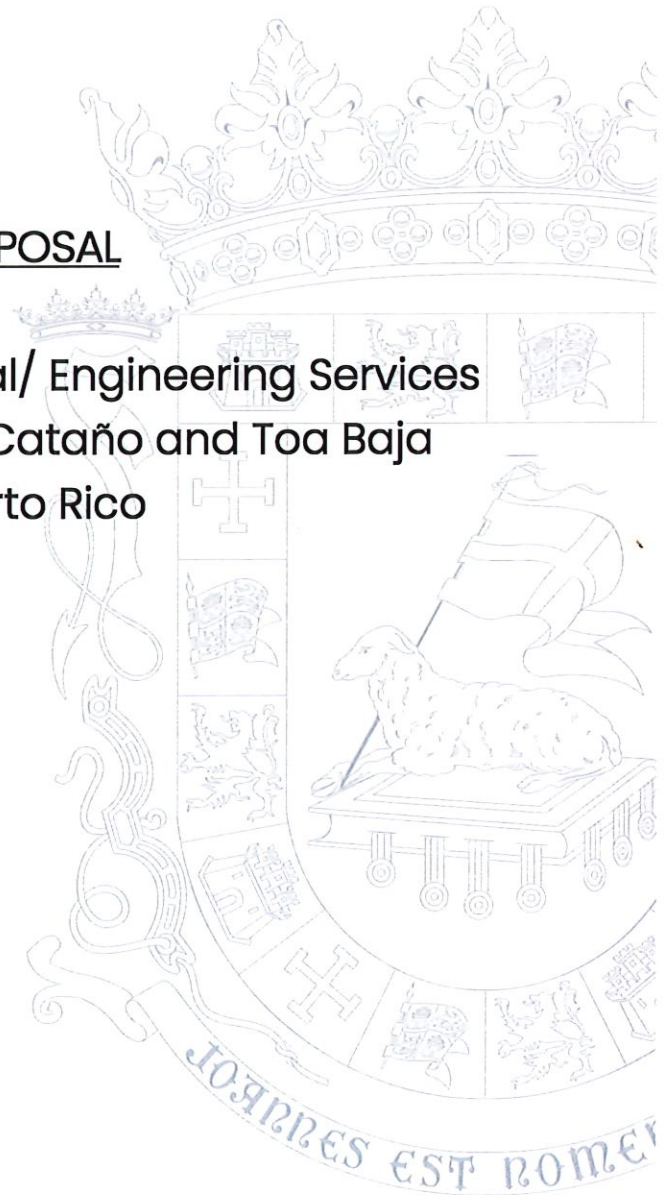
**PORTS
AUTHORITY**

GOVERNMENT OF PUERTO RICO

REQUEST FOR PROPOSAL

**Professional Planning/ Architectural/ Engineering Services
for Feasibility Study New Port at Cataño and Toa Baja
Municipalities, Puerto Rico**

June 2026



REQUEST FOR PROPOSAL

Professional Planning/ Architectural/ Engineering Services for Feasibility Study New Port at Cataño and Toa Baja Municipalities, Puerto Rico

The Puerto Rico Ports Authority (“PRPA”) invites Architecture and Engineering Firms, to submit Proposals to provide Planning, Architectural, Engineering Services for Feasibility Study New Port at Cataño and Toa Baja Municipalities, Puerto Rico. This procurement shall be conducted in accordance with the Puerto Rico Ports Authority Regulation No. 8981, Regulations for Bids and Requests for Proposals, as amended. All proposers shall comply with the requirements, procedures, and provisions established therein.

Firms interested in providing the requested services shall submit their PROPOSALS and experience along with references in accordance with the instructions included on this Request for Proposal (“RFP”), no later than, **July 09, 2026 at 3:00 PM.**

The complete RFP documents can be obtained at <http://www.prpa.pr.gov/AVISOS>.

Cordially,



Norberto Negrón Díaz, Esq.
Executive Director

RFP- REGISTRATION FORM

Professional Planning/ Architectural/ Engineering Services for Feasibility Study
New Port at Cataño and Toa Baja Municipalities, Puerto Rico

Firms participating in the above-referenced RFP must complete the following Proponent Registration Form and send it by email to Javier E. Torres Martinez JATorres@prpa.pr.gov before July 09, 2026.

Company Name:

Main Office Address:

Main Office Phone Number:

RFP Contact Name:

RFP Contact Email:

Regional/Local Office Address:

RFP Contact Mobile Phone
Number:

Regional/Local Office Phone
Number:

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I. Scope of Services

A. Introduction

The PRPA is seeking proposals from qualified firms (the "Consultant") to provide a feasibility study for a new port at Cataño and Toa Baja municipalities. The selected Consultant will develop a comprehensive study for a cruise and loading port to support the City's economic and infrastructural growth. The Study shall be developed in full alignment with the Municipalities current Land Use Plan and its ongoing revision process. All alternatives evaluated shall demonstrate compatibility with the existing urban fabrics, roadway scale, adjacent residential density, available infrastructure capacity, and the Municipality's adopted waterfront transformation policy.

The development of Puerto Rico Port has been an aspiration for those towns for decades, with the primary aim of introducing new potential economic growth for the towns.

B. Project Overview

1. Project Name: Cataño and Toa Baja New Cruice and Loading Ports Feasibility Study
2. Location: Cataño PR, Toa Baja PR
3. Funding Source: Port Infrastructure

C. Scope of Work

A feasibility study for a new port development that includes analysis and determines whether the project is technically, economically, legally, and environmentally feasible. It assesses market demand, site suitability, investment costs, and risks to ensure the success and profitability of the port infrastructure.

The estimated timeline for completing the project is 3 months.

The selected consultant will be responsible for carrying out all aspects of the work and may consult with outside parties to ensure the successful completion of the project. Any involvement of outside firms or consultants must be clearly specified in the Proposal submission.

D. Key Components of the Feasibility Study

Technical Analysis: Selection and design places for the towns of Cataño and Toa Baja:

1. Site selection: Identifying the optimal location for loading and passenger port based on guidelines provided by the PRPA. This task involves careful examination of several factors, including:
2. Water depth: There must be sufficient water depth to safely accommodate vessels of various sizes.
3. Accessibility: Proximity to waterways, transport networks and services is essential.
4. Environmental impact: assessment of the potential impact on local ecosystems and habitats.
5. Design Plan: Once a site is selected, a comprehensive design plan is developed, this includes:
6. Dock design: determining the layout of the piers and services.
7. Facility design: planning of on-site facilities such as restaurants, service stations and maintenance areas.
8. Infrastructure: identification of necessary public services, including electricity, water and wastewater.

E. Infrastructure and engineering

Engineering evaluation: The technical analysis explores the engineering aspects of the dock project:

1. Dredging needs: assess whether dredging is necessary to reach the required water depth possible studies like bathymetry.
2. Breakwater construction: assessment of the need for breakwaters to protect vessels and infrastructure from wave action.
3. Utility connections: identification of the infrastructure needed to provide utilities to the marina.
4. Safety and compliance: Ensuring safety and compliance with regulations is fundamental.
5. Construction standards: All constructions comply with environmental and safety standards.
6. Regulatory approvals: list the necessary permits and approvals to be obtained.
7. Accessibility: The port is accessible and complies with regulations such as the People with Disabilities Act (ADA).

F. Market assessment

1. Identify the target market

Determine the primary target market for your passenger cruise project. This could include mega yachts, yacht owners, cruise ship passengers, or other potential user groups. Consider factors such as age, income, interests, and geographic location.

2. Market data collection

Gather relevant data to support your market assessment. Data sources may include government reports, industry publications, market research firms, and local chambers of commerce. Key data points to collect include:

- The number of available ships registered in the area and possible new cruise ships lines and/or mega yachts with interests in Puerto Rico lack capacity of the existing loading docks.
- Trends in mega yacht ownership and cruise types.
- Cruise and local tourism statistics, including the number of visitors and spending.
- The available ports in the region, their facilities and prices.
- Seasonal variations in the demand for services.
- Economic indicators, such as income levels and disposable income of the target market

3. Analysis of the competitive landscape

Evaluate other ports and existing competitors in the area. Assess their strengths and weaknesses, pricing strategies, and customer feedback. Identify service gaps or opportunities for differentiation.

4. Demand forecasting and pricing strategy

Use the collected data to forecast demand for dock services. Take into account factors such as seasonal variations, regional events, and economic trends. This forecast will help you estimate the port utilization rate.

Develop a pricing strategy based on market analysis. Consider competitive pricing, but also take into account the unique features

and benefits the new port offers. Prices should be competitive while also reflecting the value you provide.

G. Economic and financial projections

Economic and financial analysis is a crucial part of a port project feasibility study, as it helps to determine the project's financial viability and potential return on investment.

Here is a summary of what should be done in the economic and financial analysis of the project:

1. Collection of cost data

Identify and compile all relevant costs associated with the project, including:

- Initial construction costs: This includes land acquisition, infrastructure development, dredging, dock construction, utilities, and permit fees.
- Operating expenses: calculation of ongoing operating costs, including personnel expenses, maintenance, utilities, insurance and marketing.
- Financing costs: If the project is to be financed, take into account interest expenses on loans or other financing arrangements.

2. Revenue Projections

Develop detailed revenue projections based on market assessment and expected demand. Consider factors such as:

- Rental fee costs.
- Income from service stations, restaurants and other services to be provided.
- Seasonal variations in income.
- Potential revenue from special events or services.

3. Discounted cash flow analysis

Calculate the present net value of the project by discounting all future cash flows (both income and expenses) to their present values. The discount rate should reflect the project's risk profile.

Evaluate the internal rate of return to determine the project's potential profitability. Generally, an internal rate of return higher than the project's cost of capital is favorable.

4. Sensitivity Analysis

Perform a sensitivity analysis to assess the impact of changes in key variables on the project's financial results. This helps identify potential risks and uncertainties. Variables to consider may include changes in demand, construction costs, operating expenses, and interest rates.

5. Financing options

Evaluate different financing options, such as equity investments, loans, or public-private partnerships (PPPs). Assess the cost of capital associated with each financing option and its impact on the project's financial metrics. Prepare a comprehensive financial projections report that includes:

- Cash flow statements, income statements, and balance sheets for several years.
- Sensitivity analysis results.
- Calculations of Net Present Value, Interest Rate of Return and amortization period.
- Financing options and their implications.
- Tax considerations and incentives.

6. Risk Analysis

All investments carry risks, and port projects are no exception. A robust feasibility study includes a risk assessment that identifies potential challenges, such as regulatory changes, market fluctuations, or unexpected construction delays. Mitigation strategies are developed to address these risks and enhance the project's resilience. The firm need to perform a multi-criteria risk analysis to assess all risks with the probability of them occurring and the potential impact on the project.

H. Environmental and social analysis

Port projects often have ecological implications, is required a comprehensive environmental impact assessment. This assessment examines the potential effects on local ecosystems, water quality, and wildlife.

Must be included the social analysis focused on the project's impact on the local community. Factors such as employment opportunities, infrastructure improvements, and tourism benefits are considered. It is essential to ensure that the project aligns with the community's interests and contributes positively to the social environment.

I. Specific Geographic Delimitation for Loading and Cruise Vessel Evaluation Municipality of Cataño

The evaluation of potential cruise vessel berthing within the Municipality of Cataño shall be limited to the following segments:

1. As the primary alternative, the segment located between the Cataño Convention Center and the Cataño Ferry Terminal.

2. As a secondary alternative, the segment located between the Cataño Ferry Terminal and the western terminus of the waterfront corridor in the Kiosk "bohíos" area.
3. The maximum capacity to be evaluated shall be limited to two small-scale cruise vessels operating simultaneously or one larger-scale cruise vessel.
4. No scenarios shall be modeled that assume phased, incremental, or automatic expansion of cruise capacity beyond the maximum thresholds defined herein.
5. Any future increase in capacity beyond these limits shall require a separate, independent technical evaluation and municipal concurrence.

II. Instructions

Firms interested in providing the requested services shall submit a Proposal in a PDF electronic file email to JATorres@prpa.pr.gov no later than, July 09, 2026, 3:00PM:

Cover letter shall be addressed to:

Norberto Negrón Díaz, Esq.
Executive Director
Puerto Rico Ports Authority

To the attention of:

Romel Pedraza, P.E.
Executive Executive Director for
Planning, Engineering and Construction

Proposals delivered after the specified deadline or delivered wrong will be rejected/disqualified. Late Proposals will be returned to the submitting firm unopened with the notation.

III. SUBMITTAL CONTENT

The following information shall be included in the Proposal submitted:

1. **Introductory Letter** - Introductory Letter, signed by an authorized representative, of no more than two (2) pages, containing the following office information:
 - a. Project title: PROPOSALS for Planning, Architectural, Engineering Services for Feasibility Study New Port at Cataño and Toa Baja Municipalities, Puerto Rico
 - b. Firm's name
 - c. Contact person: email, mailing and physical address of main/regional office, mobile and office phone numbers.
 - d. Brief overall project approach and executive firm presentation.
2. **Firm's experience on similar projects** - Provide a list of at least three (3) projects that demonstrate the firm's and staff experience on port plannings, and similar feasibility studies performed within the last five (5) years. For each project, the list must include project name, a very brief scope of work, and a reference's contact person with email address or phone number. Limit responses to a maximum of three (3) pages.
3. **Planning** - Explain how you propose to approach project coordination with stakeholder to conduct stakeholders outreach. Limit responses to a maximum of half (1/2) page.
4. **Firm's capabilities for project's execution** - Provide a brief description of the firm office(s) that will lead the project. Indicate the personnel who would serve as the project leader and specialist: specific experience for each person on relevant projects and if they are available to work during the period needed, or their current workload. Indicate if the firm has a local office and the number of personnel; also indicate how the firm management will substantially undertake the work production and the different task as Planning Consultant. Limit responses to a maximum of five (5) pages.

5. **Personnel qualifications** – Provide qualification of personnel who will serve directly in key positions for projects, including licenses, certifications, resumes and professional associations. Limit responses to a maximum of five (5) pages.

6. **Puerto Rico Government Documentation:**
 - a. Good Standing Certificate (corporations only), Puerto Rico Department of State.
 - b. Copy of Certificate of Puerto Rico General Services Administration (“ASG”) *Registro Único de Proveedores de Servicios Profesionales* (RUP).
 - c. Corporate Resolution or Sworn Statement authorizing officer to sign the contract.

Failure to comply with any of the requirements herein contained may result in the disqualification of the Firm

IV. EVALUATION

Each statement of qualification will be examined by the Selection Committee for compliance with the requirements stated in this RFP.

From the experience and qualification data obtained from consultants, the Selection Committee will prepare a pre-selection short-list of the best qualified consultants. Utilizing the rating criteria, included below, the Selection Committee will establish an order of qualification of the short-listed Firms.

The Firms will be evaluated on the basis to perform successfully all services described. The evaluation consists of the: professional qualifications, expertise, the capacity to deploy the necessary resources, and undertake the projects among other criteria.

For the purpose of development this PROPOSALS, firms may not enter on any efforts to obtain information from the PRPA, such as preliminary studies, and/or other internal information. PROPOSALS shall be specific to the requirements stated in Section B-C. Site visits, and technical data may be shared with the Firms during the negotiation phase.

COST PROPOSAL

Proposers shall submit a detailed fee with breakdown of costs by task, deliverables, labor categories, and reimbursable expense.

Rating Criteria	Maximum Score	Result
Project Approach	25	
Experience, Technical Capacity and Personnel Qualifications	25	
Firm Organization,	25	
Cost	25	
Total Result	100	

V. GENERAL CONDITIONS

1. The PRPA reserves the right to initiate additional procurement action for any of the services described in this RFP.
2. Communications with PRPA's regarding any matter related to the contents of this RFP are prohibited during the submission and selection processes. Failure to comply with these communications restrictions will result in rejection of the firm's proposal.
3. A Firm responding to this RFP understands and agrees that in the event that a Firm is selected the firm must maintain the following insurance coverage policies, which include but are not limited to:
 - a. Workmen's compensation insurance required for this type of work, covering the period of time of the construction ("Fondo del Seguro del Estado")
 - b. Public Liability Insurance (\$1,000,000) and a hold harmless agreement in favor of the PRPA.
 - i. General Liability
 - ii. Automobile Liability
 - c. Professional Liability Insurance with minimal coverage in the amount of one million dollars (\$1,000,000).
4. Firms understand that issuance of this RFP does not constitute a commitment by PRPA to award a contract. PRPA reserves the right to accept or reject, in whole or part, and without further explanation, any or all Proposals submitted and/or cancel this solicitation and reissue this RFP or another version of it, including, but not limited to, if it deems that doing so is in the best interests of the Government of Puerto Rico.
5. A Firm responding to this RFP understands and agrees that in the event that their Firm is selected, is subject to the law No. 84 of 18 June 2002. It establishes a code of conduct that regulates the ethics conduct of the (as) contractors and suppliers of goods or services with the Executive of

the Commonwealth of Puerto Rico and applicant economic incentive agencies.

6. The PRPA is not responsible for any costs or expenses incurred in the preparation of this PROPOSALS.
7. The PRPA reserves the right to make investigations when perceived any conflicts of interest of any firms submitting proposals in response to this RFP. The mere appearance of a conflict of interest shall constitute sufficient cause for the outright rejection of a PROPOSALS.
8. Responses to this RFP are public records available for inspection by the public upon issuance of the Authority's Notice of Intended Selection.
9. Any interpretation or correction will be issued as an Addendum by the PRPA. Only a written interpretation or correction by Addendum shall be binding. Firms shall not rely upon any verbal interpretation or correction given by any other method.

VI. PROTEST PROCEDURE

In accordance with Article XIX of the Regulation and the Puerto Rico Uniform Administrative Procedure Act, Act No. 38-2017, 3 LPRC § 9659, as amended, any Proponent adversely affected by a decision made by the Authority in connection with the selection and award procedures provided in this RFP may submit a request for reconsideration ("Protest") before the Bids Appeals Board no later than ten (10) days of the date in which the notice of the selection of a preferred proponent is sent via the U.S. Postal Service.

A Protest must be in writing, shall be submitted with three (3) copies, and contain the following:

1. The procurement title and/or number under which the Protest is made.
2. Name and address of the allegedly aggrieved party.
3. A detailed description of the specific grounds for the Protest, including a brief and concise statement of the errors and all supporting documentation.
4. A discussion of the errors stated, including the applicable provisions of law and jurisprudence.
5. The specific ruling or relief requested.
6. A protest bond that shall serve as security for any damages that the protest may cause to the Authority, and which shall consist of fifteen percent (15%) of the Proposal amount, which shall not be reimbursable. The bond shall be posted in cash, certified check, money order or a bond issued by a company approved by the Office of the Commissioner of Insurance of Puerto Rico.

The Protest shall be addressed to:

Bid Appeals Board
PO Box 362829
San Juan, P.R. 00936-2829

A copy of the Protest shall be sent to the President of the Bids Board and to all Proponents participating in the RFP. The Protest must include a certification that the Bids Board and Proponents that participated in the RFP were notified by

certified mail with return receipt, within the term established to submit the motion for reconsideration.

A request for reconsideration or other petition for review that fails to comply with Applicable Law may be dismissed or denied without further consideration.

If the Bid Appeals Board does not resolve, address or otherwise resolve the Protest, the term to seek judicial review shall begin to lapse after thirty (30) days of the filing thereof. Details of the Protest process shall be included in the notification regarding the awarding of the RFP.

Judicial Review. Any party adversely affected by a final decision or order by the Bid Appeals Board may seek judicial review before the Puerto Rico Court of Appeals within twenty (20) days from the date in which a copy of the notice of the final decision or order of the Bid Appeals Board is filed. The mere filing of an appeal for judicial review shall not have the effect of paralyzing or staying the award of the contested RFP.