United Nations Human Settlements Programme (UN-Habitat) through the project ACCESS: Accelerating Access to Low Carbon Urban Mobility Solutions through Digitalization

Call for Expressions of Interest (EOI) for universities and NGOs in Argentina and Ecuador
Date published: 20 May 2026
Deadline for submissions of EOIs: 5 June 2026

1. Introduction

ACCESS - Accelerating Access to Low Carbon Urban Mobility Solutions through Digitalization is a project funded by the International Climate Initiative (IKI) of the German Federal Ministry of Environment, Climate Action, Nature Conservation and Nuclear Safety (BMUKN) and implemented jointly by eight organizations (UN Environment Programme – UNEP, Institute of Transportation and Development Policy - ITDP, Wuppertal Institute for Climate, Environment and Energy – WI, UN Development Programme – UNDP, UN Human Settlements Programme - UN-Habitat, Local Governments for Sustainability - ICLEI, Urban Electric Mobility Initiative – UEMI, and Centro de Movilidad Sostenible - CMS) in six countries in Latin America (Argentina, Brazil, Colombia, Ecuador, Mexico, Peru). The project's goal is to introduce digitalization policies and tools into urban transport systems in order to reduce greenhouse gas (GHG) emissions from the transport sector. Planned measures are:

1. Developing national policies to enable digitalization of mobility
2. Developing local policies and implementing pilots at city level
3. Documenting and curating lessons, knowledge, data in order to develop tools and resources to be shared at regional level through capacity building and replication.

The project is transformative and will benefit citizens in each country who use urban transport by providing more efficient low carbon transport options and in the longer term healthier and cleaner environments, as well as benefiting national and city government stakeholders and the private sector.

Potential digitalization interventions have been discussed and identified in collaboration with the countries for demonstration projects during the project preparation phase in 2022, including urban freight and logistics, electric mobility uptake, public transport, walking and cycling, transportation demand management, clean and more efficient vehicles, and vehicle operation monitoring. ACCESS will conduct in-depth country and city baseline assessments and stakeholder engagement to assess the current context, opportunities, and challenges for sustainable mobility and digitalization, examining the local needs and context. Tailored solutions will be designed, finalized, and implemented for each city and will be designed to allow replicability in other cities and countries in the region through a strong regional component (via the work package on the Regional Resource Centre & Upscaling).

2. Geographic Scope

The ACCESS project will work with the six project countries to undertake the preparation phase activities at city, country, and regional levels. The selected cities identified for the countries are:

- Argentina: Buenos Aires
- Brazil: Rio de Janeiro and Belo Horizonte
- Colombia: Bogota and Medellin
- Ecuador: Quito
- Mexico: Puebla, Monterrey and Mexico City
- Peru: Lima-Callao

These locations represent some of the highest GHG emissions from the transport sector in the region, reflecting a variety of sizes and socio-economic contexts useful for demonstrating the broad applicability of the proposed solutions. All have demonstrated political will and alignment with the project goals.

This Call for EoI, however, focuses on the activities to be conducted in **Argentina and Ecuador**.

3. Country and City Details

3.1 Argentina

The Argentinian Government views the strengthening of digital government as a key pillar of its national reform agenda and has developed a Digital Agenda to provide a unified vision and roadmap for the country's digital transformation, enhancing productivity and competitiveness. Digitalizing mobility can underscore the importance of digitalization for data-driven action. The National Forest and Climate Change Action Plan (2017) demonstrate Argentina’s commitment to utilizing information for climate action and transparency, and it aims to centralize climate-relevant data on a publicly accessible digital platform.

Buenos Aires, the political and economic capital of Argentina, is the most populated city in the country with 3 million residents and an estimated 3 million daily visitors. It accounts for 83% of the gross regional product and hosts over 50% of Argentina's export services. In May 2021, Buenos Aires released its Climate Action Plan 2050, aiming to reduce emissions by 53% by 2030 and 84% by 2050, following earlier plans from 2009 and 2015. Identified digitalization transport gaps and needs for project intervention include the significant contribution of road freight to transport GHG emissions, estimated to be half of the national road transport emissions. The growth of freight demand, particularly e-commerce, and the lack of concerted efforts to address sustainability in urban freight, highlight the sector's need for digitalization. The complex and fragmented institutional structures, along with intricate movements and types of loads, contribute to significant data gaps.

Planned ACCESS Interventions in Argentina

The ACCESS project will focus on digitizing urban freight by piloting data generation activities and instruments (e.g., hardware, data platforms) to enable users and service providers to generate standardized core data on urban freight demand, supply, and movements. This data could support the development of a sustainable urban freight plan or a policy on open data for sustainable urban logistics. A national policy to accelerate freight digitalization could also be pursued, with national-level policies and guidance enabling replication. Similar concepts can be explored for passenger transport, supporting digitalization to better understand and accelerate the shift from personal motorized modes to sustainable ones, particularly through improved understanding of movements, patterns, and behaviour. The ACCESS project aims to foster critical thinking on sustainability issues, such as urban freight digitalization, by utilizing data to inform the integration of freight into sustainable mobility plans, planning for multimodal facilities, and considering geospatial limitations for last-mile distribution using non-motorized or electric vehicles. It seeks to improve system efficiency through shared services provision and management of loading and unloading areas, addressing institutional, policy, and technological barriers and opportunities.

In particular, the following pilots are planned to be implemented in Argentina:

- Pilot 1: Courier Fleet tracking and dynamic routing
- Pilot 2: Digital tool for parking management in urban logistics (“blue boxes”)
- Pilot 3: Data analysis for evidence-based public policy (MaaS, SUBE, etc)

At the national level, a policy to improve freight sector visibility would support systemic efficiencies in inter- and intra-regional movements, contributing to national sustainable urban freight planning. The insights gained from pilot activities could aid policy development and the dissemination of successful practices. In passenger transport, the ACCESS Project can inform policymaking and planning for integrated and sustainable mobility, emphasizing the need for institutional and policy improvements supported by data. Efforts to establish a functioning Metropolitan Transit Authority in Buenos Aires have faced challenges, but digitalization could enable coordination among transport stakeholders through functions like fare collection and distribution, data repositories, data analysis, and integrated transport planning and routing. Digital modernization of urban transport systems holds significant potential for transforming urban services and improving overall liveability in Argentina. Strategic interventions in the urban freight sector, driven by data and analysis, can deliver transformative benefits to urban areas across the country.

3.2 Ecuador

To provide modern and efficient public transport options, the Municipality of the Metropolitan District of Quito has constructed several BRT lines. Quito implemented its first BRT line in 1995, becoming the second city in Latin America to have such a system. Currently, the BRT system consists of five lines, one of which uses trolleybuses. Covering 136 km with exclusive lanes, the system completes 1 million trips daily. However, it has reached capacity, with 38% of the total BRT fleet being older than 15 years. Additionally, there are 2,380 diesel buses operated by 65 different private operators, conducting 1.6 million trips on a regular working day. This situation has led to an increase in the use of private cars in recent years. Consequently, in 2010, the Municipality of Quito decided to build the first subway line, which was inaugurated in 2023. The Metro, an investment of USD 2 billion, is intended to become the backbone of the public transport system. Moreover, since the pandemic, delivery services in Quito, like in many other cities worldwide, experienced exponential growth. According to the Ecuadorian Chamber of e-Commerce, online shopping increased 15 times since the first lockdown started. Businesses were forced to quickly digitalize their operations,

including delivery, enabling consumers to become familiar with using digital platforms for purchasing, paying, and receiving goods and services.

Planned ACCESS Interventions in Ecuador

Despite progress in policies and laws for transitioning to low-carbon mobility in both the transport and freight sectors at the national level, implementation remains a significant challenge. Moreover, the linkage between transport and digitalization policies is not clear in official documents. For instance, the national agenda on digitalization does not mention transport at all. At the local level, Quito needs to restructure and modernize its entire public transport system to stop the shift towards private transport and ensure adequate ridership levels for the subway, thus maintaining its financial viability. Digitalization will play a crucial role by enabling the physical and tariff integration of all public transport subsystems, including the BRT lines, the subway, and the 65 private PTOs. Further development of the route planner, an integrated payment system, and integration with last-mile connectivity modes will be key.

In terms of logistics, the successful implementation of a ZEZ in Quito will pave the way for replicating such zones citywide and provide the necessary elements for applying this model in other cities in the country and the region. However, the success of this pilot depends on a complex operations system that integrates all potential users and service providers on one platform, which requires a robust digital solution.

In particular, the following pilots will be implemented:

- Pilot 1: Transport optimization and AQ models to support mobility planning and electrification in Quito
- Pilot 2: Data platform for last-mile logistics pilot (cross-docking hub)
- Pilot 3: Multimodal integration of public transport (gender-inclusive MaaS and SIR)

The ACCESS project will support the national government of Ecuador and the municipal government of Quito by building capacity and raising awareness about the importance of digitalization in the transport sector. It will identify and bring together all relevant stakeholders (national and local government, private sector, and academia) to advance the digitalization of transport. Additionally, the project will work with local authorities in Quito, academia, and private actors to ensure that digitalization is used to optimize transport options.

4. Objectives of the Call for Expressions of Interest

UN-Habitat invites Expressions of Interest from universities and NGOs based in Argentina and Ecuador to support the implementation of the ACCESS activities in the respective countries. In particular, the following activities shall be carried out by the selected institutions:

ARGENTINA

Component 1: Courier Fleet Tracking and Dynamic Routing

Objective: To design and implement a digital routing solution that minimizes environmental impact and optimizes delivery operations based on real traffic conditions.

Activities:

1. General Coordination of the pilot
    a. Establish a working group/Technical Advisory Group (TAG) with all relevant stakeholders.
    b. Organize the necessary workshops and meetings with relevant stakeholders.
    c. Develop a detailed work plan and validate it with the TAG.
    d. Participate in the coordination meetings with the ACCESS consortium and provide input for the relevant reports.

2. Pilot implementation and operation

    2.1 Engagement of logistics operators
    a. Identify relevant logistics companies for the call to participate in the pilot.
    b. Coordinate the selection with the TAG.

    2.2 Software development and/or adaptation
    a. Develop, adapt, or temporarily subscribe to an existing routing solution that meets the functional and technical requirements to be provided by the ACCESS Consortium (preference will be given to open-source solutions; however, proprietary solutions are also acceptable).
    b. Ensure that the routing engine optimizes routes based on real-time and historical traffic data, fleet characteristics, and environmental criteria (e.g., emissions minimization).
    c. Implement iterative development/configuration cycles with validation sessions involving the ACCESS team and relevant partners.
    d. Work with participating partners to:
        i. Understand operational workflows within the pilot's scope.
        ii. Map data formats for orders, delivery points, fleet information, and other relevant datasets.
        iii. Configure and integrate the routing system with partners' existing IT systems.
    e. Conduct functionality, integration, and performance testing in a dedicated test environment. Refine and adjust the solution based on testing results.

Component 2: Digital tool for parking management in urban logistics ("Blue Boxes")

Objective: To design and implement a digital reservation and monitoring system for urban logistics loading/unloading parking spaces ("blue boxes") in Buenos Aires.

Activities:

1. General coordination of the pilot
    a. Establish a working group/Technical Advisory Group (TAG) with all relevant stakeholders, considering public–private entities to build governance schemes.
    b. Organize the necessary workshops and meetings with relevant stakeholders.
    c. Develop a detailed work plan and validate it with the TAG.

d. Participate in the coordination meetings with the ACCESS consortium and provide input for the relevant reports.

2. Pilot implementation and operation

2.1 Urban Design

a. Co-develop an urban design and signage proposal to the blue boxes pilot site (painting, signaling, required electrical and connectivity services, etc.) with the relevant stakeholders.
b. Validate and adjust the urban design proposals based on feedback from the relevant GCBA teams and ACCESS project.
c. Prepare and procure all the elements of the urban design proposal (materials, permits, etc.)

2.2 Software development

a. Develop a digital platform that meets the functional and technical requirements to be provided by the ACCESS consortium.
b. The system shall include:
    i. A reservation application for logistics operators.
    ii. A back-office data management dashboard for GCBA operators.
    iii. Integration with hardware devices installed in the bays.
c. Open-source development is desirable but not mandatory.
d. Apply an iterative development approach with validation by the TAG.
e. Acquire the necessary hardware (cameras, displays) for testing
f. Conduct functionality, integration, and performance testing in a dedicated test environment. Refine and adjust the solution based on testing results.

Component 3 (Cross cutting): Monitoring and Evaluation

Objective: Support the implementation of the Monitoring and Evaluation Framework (MEF) across the pilot projects.

Activities

a. Finalize the calculation and validation of baseline metrics for all pilots, including the KPIs not covered by the initial assessment (ensure that the methodology is consistent for the KPIs and MEF before and during the pilot).
b. Ensure provision and integration of primary data and KPIs generated by the software developer to support and validate calculations and additional analytical outputs.
c. Review and update emission factors and methodological assumptions; and address identified data gaps.
d. Finalize the impact evaluation strategy/pilot monitoring plan for all pilots, based on the outline developed by the project team, incorporating finalized data collection plans, analytical frameworks, and defined data and calculation methods for KPIs.
e. Validate the local monitoring and evaluation framework with relevant stakeholders.

Component 4 (Cross cutting): Capacity building, dissemination and knowledge generation

Objective: Support the development of materials and implementation of activities of the capacity building component with relevant stakeholders

Activities

a. Identify the capacity building needs of local and national stakeholders.
b. Design and implement on-site capacity building activities with local counterparts.
c. Contribute to and participate in P2P exchange activities.
d. Develop and contribute to e-courses on digitalization of urban transport relevant to stakeholders.
e. Develop knowledge products on digitalization of urban transport relevant to Argentinian stakeholders.
f. Disseminate activities and results with relevant stakeholders

Component 5 (Cross cutting): Gender mainstreaming

Objective: Support the development and integration of the gender component across the pilot projects.

Activities

a. Ensure gender inclusion aspects and indicators in all the components.
b. Co-develop the gender component of each pilot, according to the Gender Action Plan.
c. Contribute to the development of the Gender Action Plan together with the Gender consultant, including the gender needs and status assessment.
d. Validate the gender component with the TAG and/or relevant stakeholders.
e. Integrate and propose gender indicators to be included in the MEF.

Component 6: Local and national policies, strategies and plans

Objective: Support the development of policy frameworks, roadmaps and strategies at a sub-national and national level, validated with the relevant stakeholders.

Activities

a. Elaborate a national policy framework roadmap on digitalization and decarbonization of transport in Argentina.
b. Map existing financial mechanisms, incentives and funding programs for transport digitalization and decarbonization in/for Argentina.
c. Develop a draft roadmap for the energy transition and digitalization of the (freight) transport in Argentina and validate with relevant stakeholders.
d. Develop a draft parking strategy for the city of Buenos Aires with a focus on loading and unloading areas for urban logistics in central areas of Buenos Aires and validate with the corresponding TAGs and other relevant stakeholders.
e. Support and contribute to the development of project activities related to local and national policies, strategies and plans coordinated by the ACCESS consortium.

ECUADOR

Component 1: Transport optimization models

Objective: Development and application of inclusive transport optimization models to support evidence-based low-carbon and clean mobility planning, fleet optimization and renewal of the PT system in Quito.

Activities

1. General coordination of the pilot
    a. Coordinate the Technical Advisory Group (TAG) of the pilot, which includes the relevant municipal authorities, Public Transport Operators (PTO) and academia.
    b. Organize the necessary workshops and meetings with relevant stakeholders.
    c. Develop a detailed work plan and validate it with stakeholders (including companies participating in the pilot, GCBA, ACCESS team).
    d. Participate in the coordination meetings with the ACCESS consortium and provide input for the relevant reports.
    e. Procure and provide storage and computing infrastructure necessary for the tools

2. Fleet Planning Tool (FPT)

    a. Develop a production version of Fleet Planning Tool (FPT) based on validated requirements.
    b. Conduct functional testing of FPT with selected PT data.
    c. Validate FPT performance and outputs with the TAG and update the tool and catalogue of requirements as necessary.
    d. Integrate use of FPT for fleet and driver planning operations at the PTO
    e. Train the selected PTO staff in the use of FPT for fleet and driver planning operations within the scope of the pilot.

3. Transport demand modelling

    a. Assess needs and co-design roadmap for public transport (PT) strategic planning optimization pilot with municipal Public Transport Operator (PTO), with a focus on e-mobility.
    b. Implement (install and configure) demand modelling tools and methodologies with the municipal PTO, within the scope established for the pilot.
    c. Train the PTO and municipal staff in the use of the demand modelling tools.

Component 2: Air quality models

Objective: Development and application of AQ models to support evidence-based policies and measures to reduce the impacts of air pollution from transport in Quito.

Activities

1. General coordination of the pilot
    a. Coordinate the Technical Advisory Group (TAG) of the pilot, which includes the relevant municipal authorities and academia.
    b. Organize the necessary workshops and meetings with relevant stakeholders.
    c. Develop a detailed work plan, validate the plan with TAG
    d. Participate in the coordination meetings with the ACCESS consortium and provide input for the relevant reports
    e. Procure and provide storage and computing infrastructure necessary for the tools

2. Pilot implementation and operation
    a. Configure and run WRF-Chem and Chimere models for AQ
    b. Support the calibration of the municipal AQ monitoring system
    c. Support the update of the emissions inventory of Quito
    d. Run WRF-Chem and Chimere models with updated AQ and meteorological data from Quito
    e. Support the implementation of a digital platform for AQ monitoring, including assessment of sources related to transportation
    f. Train the PTO and municipal staff in the use of the demand modelling tools
    g. Prepare technical reports, manuals, and other documentation for AQ models and monitoring platform

Component 3: Data platform for last-mile logistics

Objective: Building on the Last Mile Logistics (LML) pilot of the E-MOVILIZA project (GEF7) and replication cross-docking sites, design and implement a digital platform that enables consolidation, replication and scale-up of collaborative cross-docking hubs in Quito.

Activities

1. General coordination of the pilot
    a. Coordinate the Technical Advisory Group (TAG) of the pilot, which includes the relevant logistics operators, municipal authorities and academia.
    b. Organize the necessary workshops and meetings with relevant stakeholders.
    c. Develop a detailed work plan and validate it with TAG.
    d. Participate in the coordination meetings with the ACCESS consortium and provide input for the relevant reports.

2. Data platform development and operation
    a. Identify technological needs of the logistics operators of the E-MOVILIZA Cross-Docking pilot.
    b. Outline the digital and institutional requirements for scaling and replicating the cross-docking model in other areas of Quito and validate with the TAG.
    c. Based on the technical needs of the users, develop the prototype of a digital tool to support the use of cross-docking platforms in Quito.
    d. Develop general definitions for governance and technical parameters of the platform (data governance, cybersecurity, interoperability).
    e. Identify and pre-select technological providers (preferably open source) and prepare

Terms or Reference (ToR) for procurement.

f. Select and contract the software provider ensuring scalability and interoperability.
g. Conduct iterative testing of the prototype and validation workshops with the TAG and other relevant stakeholders.

3. Cross-docking platform
    a. Define scope of replication cross-docking pilot (location, size, infrastructure, etc.) in collaboration with ACCESS consortium.
    b. Prepare and procure all the components of the replication cross-docking pilot (lease, permits, electricity access, infrastructure, etc.) in collaboration with ACCESS consortium.
    c. Identify and select logistics operators interested in participating in the replication cross-docking pilot in collaboration with ACCESS consortium.

Component 4 (Cross cutting): Monitoring and Evaluation

Objective: Support the implementation of the Monitoring and Evaluation Framework (MEF) across the pilot projects.

Activities

a. Finalize the calculation and validation of baseline metrics for all pilots, including the KPIs not covered by the initial assessment (ensure that the methodology is consistent for the KPIs and MEF before and during the pilot).
b. Ensure the provision and integration of primary data and KPIs generated by the software developer to support and validate calculations and additional analytical outputs.
c. Review and update emission factors and methodological assumptions; and address identified data gaps.
d. Finalize the impact evaluation strategy/pilot monitoring plan for all pilots, based on the outline developed by the project team, incorporating finalized data collection plans, analytical frameworks, and defined data and calculation methods for KPIs.
e. Validate the local monitoring and evaluation framework with relevant stakeholders.

Component 5 (Cross cutting): Capacity building, dissemination and knowledge generation

Objective: Support the development of materials and implementation of activities of the capacity building component with relevant stakeholders.

Activities

a. Identify the capacity building needs of local and national stakeholders.
b. Design and implement on-site capacity building activities with local counterparts.
c. Contribute to and participate in P2P exchange activities.
d. Develop and contribute to e-courses on digitalization of urban transport relevant to stakeholders.
e. Develop knowledge products on digitalization of urban transport relevant to Ecuadorian stakeholders.
f. Disseminate activities and results with relevant stakeholders.

Component 6 (Cross cutting): Gender mainstreaming

Objective: Support the development and integration of the gender component across the pilot projects.

Activities

a. Ensure gender inclusion aspects and indicators in all the components.
b. Co-develop the gender component of each pilot, according to the Gender Action Plan.
c. Contribute to the development of the Gender Action Plan led by the ACCESS consortium, including the context-specific gender needs and status assessment.
d. Validate the gender component with the TAGs and/or relevant stakeholders.
e. Integrate and propose gender indicators to be included in the MEF.

Component 7: Local and national policies, strategies and plans

Objective: Support the development of policy frameworks, roadmaps and strategies at a sub-national and national level, validated with the relevant stakeholders.

Activities

a. Support and contribute to the development of project activities related to local and national policies, strategies and plans coordinated by the ACCESS consortium.
b. Develop a draft strategy for the replication and scale-up of cross-docking sites in Quito and validate with the corresponding TAGs and other relevant stakeholders.

5. Proposal Submission Guidelines

The EOI should contain, but not be limited to, the following:

i. Overall experience of the non- profit organization (university/NGO) / consortium in the areas of transport and mobility, digitalization, e-mobility, and other relevant topics in the specific country
ii. A short conceptual proposal on how the non- profit organization / consortium plans to develop and implement the activities detailed in Section 4 in the specific country
iii. Governance and organizational structure; experience and qualifications of key professional staff and infrastructure facilities of the organization / consortium
iv. Details of the organization / consortium financial and in-kind contributions, including staff time, office space and equipment and other support in cash and in-kind should be expressed in monetary terms.
v. Certificate of Registration in the country of implementation of the project
vi. Copy of two latest audited reports
vii. Last two annual reports

Structure of the application
Kindly use the structure provided below for your proposal to ensure that the important aspects of your planned work are presented in a way that will enable the experts to make an effective assessment against the evaluation criteria.

Section 1: About the Institution/s
1.1 Contact information (name, address, e-mail, contact person, website)
1.2 Institutional profile
1.3 Consortium structure (for consortium proposals only)

1.4 Related projects and experience with the topics listed in sections 3 and 4
1.5 Experience and qualifications of key staff

Section 2: Project proposal
2.1 Background and problem statement in the city of implementation
2.2 Approach and methodology
2.3 Activities and deliverables
2.4 Timeline
2.5 Detailed budget by activity and component including university's/NGOs financial and in-kind contributions expressed in monetary terms (e.g.: staff time, office space, equipment, etc.). The overall budget should be divided in the following categories:

1. Staff and other personnel costs
2. Supplies, commodities and material
3. Contractual services*
4. Equipment, vehicle and furniture including depreciation
5. Travel
6. Transfers and grants to counterparts
7. General operating and other costs

*Please bear in mind that the amount for Contractual services cannot exceed 50% of the total budget.

The proposal should not exceed 10 pages and be submitted in pdf format together with:

- Certificate of registration in the country of implementation of the project
- Last two annual reports
- Copy of two latest audited reports

Evaluation criteria
The project proposal will be assessed through the following criteria and weights

Criterium	Weight
Experience and capacity of the organization / consortium in the topic of the call	30%
Technical feasibility of the proposal	40%
Financial feasibility of the proposal	30%

Submission
Expressions of Interest must be delivered by email no later than 15 May 2026 to unhabitat.ubss.eoi@un.org, with a copy to ximena.manchegorosado@un.org with the reference "ACCESS Implementation Partner Universities and NGOs" in the subject of your email. Failure to indicate the reference may result in your proposal not being considered.

Contact Information
For any questions related to the application please write to:

Ms. Ximena Manchego Rosado (ximena.manchegorosado@un.org)
Urban Basic Services Section – Urban Mobility
UN-Habitat, Nairobi, Kenya

6. Budget and Timeline

Funding

UN-Habitat will contribute financial resources up to USD 300,000 (Three Hundred Thousand United States Dollars) per country. The EOI shall make reference to counter-part contributions (cash and in-kind) of the applying entity.

Project Duration

The work outlined in this EOI is scheduled to commence by 1 August 2026 and to be completed by 31 July 2027.

7. Disclaimer

Please note that this EOI notice does not constitute a solicitation. UN-Habitat reserves the right to change or cancel this requirement at any time in the Expressions of Interest/or solicitation process. Submitting a reply to an EOI does not guarantee that a Cooperation Partner will be considered for receipt of the solicitation when issued and only Cooperation Partners who are deemed qualified by UN-Habitat upon completion of evaluation of submission, will receive the final solicitation document.