Date: 14/04/2020

Address: City of Bor, MošePijade 3, 19210 Bor, Republic of Serbia

Project: **Firefighting service in cross-border cooperation**  
Code: RORS 375

**Purchasing of special vehicles**

**Ref: RORS375/Bor/P8**

**QUESTIONS & ANSWERS**

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| ***No*** | ***Question*** | ***Answer*** |
| *1* | Tank capacity: The stated technical requirement states that the tank capacity is max 8000 liters. We consider this to be a very undefined, unclear information because the volume of the tank depends on the configuration of the chassis. Please do not express the tank volume in max-min. range but let the end user define the actual needed capacity, make them specify the correct tank volume. This type of vehicle often includes a foam tank that is not listed here. Is this an end-user overlook or are you sure  the vehicle can be delivered without a foam tank? | The technical documentation clearly indicates that the capacity of the tank is a maximum of 8000l, and as prescribed by the vehicle's technical characteristics, the bidder / manufacturer itself determines the maximum capacity of the water tank according to the technical capabilities, ie according to the load capacity of the chassis being offered.  Contracting Authority does not exclude the possibility of foam tank to be offered. |
| *2* | Is the  technical requirement that the vehicle meets the EURO5 exhaust standard without the ADBlue system? Can the end user explain why it requires vehicles to be EURO5 and in particular why EURO5 without an AdBlue system? EURO5 vehicles (especially those without the AdBlue system) have a higher amount of harmful exhaust gases than EURO6 vehicles, and given the location of the end-customer and their many years of air pollution problems, these vehicles can only contribute to the problem and have a negative impact on the environment of citizens. | The technical documentation prescribes Euro norm-**Min** Euro5 without AdBlue. Motors without AdBlue are cheaper and easier to maintain and more reliableincomparisonwith AdBlue engine. Vehicles without AdBlue do not have usual problems which AdBlue directly causes – crystallization, which disables the use of the vehicle for at least 2 hours, which is of crucial in the moments of urgency as firefighting is. This is one of the reasons why it is recommendable especially for firefightningvehicles no to use AdBlue systems, because these vehicles remain long in garage spaces and once they need to be used it is of utmost importance to be urgently.  According to the purpose of the vehicle, that we need urgent mobility at all times, we remain with the **Min** Euro5 engine withoutAdBlue. |
| *3* | Period of implementation of tasks in document SUPPLY CONTRACT NOTICE, page 2/5, point 15 states it is to be 60 calendar days from contract signature by both parities. However, in the document INSTRUCTIONS TO TENDERERS, page 1/12, point 1. SUPPLIES TO BE PROVIDED, the implementation period is said to be 1 month from contract signature by both parties. Please clarify which of these is correct? | *Period of Implementation is 60 calendar days,* |
| *4* | Having in mind that vehicles to be procured are not serial produced in specification required and they are custom build delivery deadline of 60 days (somewhere in documentation is mentioned 30 days) can be considered restrictive due following reasons:   * Base vehicle – truck (substructure) required needs to be produced and imported which is process lasting for 2-6 months * Equipment required to be installed also needs to be imported or manufactured in line with desired specifications. * Superstructure need to be technically designed, produced, installed and tested on base vehicle which is also time demanding process. Finished vehicles also needs to be certified by relevant Serbian institutions in line with national legislation which is also time consuming. * Usual delivery timeframe for this type of vehicles in tender procedures is 4-6 months. No company in Serbia or region does not have required vehicles stock of any similar type of vehicles (let alone with exact required specifications). * COVID-19 outbreak has created problems in production and supply chains required for manufacture of vehicles required.     **Question:**  Considering that vehicles are needed for EU project implementation, we are guessing that there will be probably no need for fast delivery of vehicles duringstate of emergency because no joint trainings will be possible due epidemics or any type of gatherings. Is it possible for Contracting Authority to consider change required period of implementation of tasks to longer and more realistic timeframe (for example 6 months)? | *With market research and according to the latest information available to us the delivery period is possible within 60 days. Accordingly, that even the end user has his own deadlines within which he has to fulfill his obligations, it is not possible to extend the deadline of 60 days.* |
| *5* | Contract Notice, Selection Criteria, Professional capacity of tenderer:  *“Authorization or certification of the manufacturer or the authorized representative for the territory in which the goods for chassis and upgrades are offered to the tenderer that in the procedure of this Public Procurement he may offer their upgrades with a clearly stated Public Procurement Number.”*    This selection criteria can be considered restrictive because following reasons:   * It is not clearly defined; chassis and superstructure are built from thousands of parts from various manufacturers. For example truck engine is produced by DAF and installed by MAN and delivered by our company - therefore DAF needs to certify MAN that they are authorized to install truck engine all with reference number of this tender procedure. Highly unrealistic. * There is no mention for which Lots is this selection criteria applied. * There is no mention of list of equipment and goods for which we need to provide certification. * Introduction of MAF (Manufacturer's Authorisation Form) in selection criteria in PRAG procedures are considered restrictive. Also requesting technical experience in an overly prescriptive manner which effectively restricts the number of eligible candidates to few firms is not allowed. This is supply tender and tenderers are sellers and not manufacturers and they don’t have to be authorized to manufacture anything in PRAG tenders. Also mentioning authorized sellers in PRAG tenders is also considered restrictive in above mentioned fashion. Perhaps this criteria should be changed/modified or incorporated in technical specification of goods to be delivered.     **Question:**  Can you please specify exact list of equipment for which tenderers need to have mentioned authorization or certification or cancel this selection criterion? | *It is clearly defined which authorization is and from whom is required for the bidder to attach in the tender offered documentation.*  *For chassis - Authorization or certification issued from the manufacturer or fromauthorized representative for the territory in which the goods are offered, with clearly stated Public Procurement Number.*  *For upgrades - Authorization or certification issued from manufacturer or fromauthorized representative for the territory in which the goods are offered, with clearly stated Public Procurement Number.* |
| *6* | Contract Notice, Selection Criteria, Professional capacity of tenderer:  *“Technical description of the upgrades offered, issued by the manufacturer or an authorized representative of the chassis and superstructures from which it can be clearly established that all the technical characteristics and requirements are fulfilled. The technical description must include the number of the procurement procedure.*  *All requested documents, proving that the product meets the required technical specifications, must be submitted in ORIGINAL with the signature of the authorized person and must not be older than 60 days from the date of opening of tenders.”*    **Question:**  For fulfillment of this selection criteria tenderers need to provide signed technical specification of offered vehicles by sale representative of:   1. Manufacturer/authorized seller of truck (chasis) and, 2. Manufacturer of superstructure   is this sufficient? | *A catalog or catalog excerpt is required from which it can be unambiguously established that the offered chassis as well as superstructure fulfills all the required requirements. This type of document is acceptable only if it is issuedfrom the manufacturer or authorized representative of the territory in which the vehicles are offered and it must be verified by an authorized person. The same is valid for the chassis and for the superstructure, as well.*  *All requested documents, proving that the product meets the required technical specifications, must be submitted in ORIGINAL with the signature of the authorized person and must not be older than* ***30 days*** *from the date of opening of tenders.”*  ***For Lot 1 and Lot2.*** |
| *7* | Technical Specifications Required, under Engine condition is set :    *“Euro norm-Min Euro5 without AdBlue”*    Following COMMISSION REGULATION (EU) No 582/2011of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council  it is required that all heavy duty vehicles need to have Selective Catalytic Reduction (SCR) which use for operation “Diesel Exhaust Fluid”-DEX commonly merchandised as AdBlue in order to satisfy EURO 6 standard. Therefore this means that Contracting Authority is requesting specifically EURO 5 standard vehicle which is not produced anymore by EU manufactures and pollute more. Furthermore Serbian legislation required that no heavy duty vehicle could be imported if not satisfy EURO 6 standard after deadline set for 31.12.2019 which is later extended for one year.    **Question:**  Is it possible to deliver vehicles with engine satisfying EUR 6 standard with AdBlue having in mind that there are no heavy duty vehicles on market satisfying EURO 6 standard and not utilizing AdBlue? | *Contracting Autority has set the MINIMUM requirements.*  *EURO5 without AdBlue is cheaper and more efficient for maintenance for Contracting Authority which is why it was set as a minimum.*  *Motors without AdBlue are cheaper and easier to maintain and more reliableincomparisonwith AdBlue engine. Vehicles without AdBlue do not have usual problems which AdBlue directly causes – crystallization, which disables the use of the vehicle for at least 2 hours, which is of crucial in the moments of urgency as firefighting is. This is one of the reasons why it is recommendable especially for firefightning vehicles no to use AdBlue systems, because these vehicles remain long in garage spaces and once they need to be used it is of utmost importance to be urgently.* |
| *8* | Technical Specifications Required, under brakes condition is set :    *“Type-Air, double, drum”*    Most EU producers now producing modern trucks with disk brakes and drum brakes are considered as legacy system.    **Question:**  Is it possible to offer disk brakes instead of drum brakes which are initially more expensive but also more efficient, safer, require less maintenance and are cheaper for utilization? | *The contracting authority specified the technical characteristics of the vehicle in terms of technical characteristics - “Type-Air, double, drum”following the principles of economy and efficiency.Drum brake has bigger friction surface, less wear and more dirt resistance comparing to disc brake.*  *Considering that firefighter vehicles are rarely in use and long in service, costs and reliability are very important. There are several manufacturer able to produce Air brakes, double, drum. The contracting authority remains with the required technical characteristic.* |
| *9* | Technical Specifications Required, Lot 2 conditions are set :    *Power rating MIn 100kW/ 136Ks*  *Emission class engine Min. Euro 6, 4 cylinders, CRDi*  *Working engine volume 2450-2500cm³*    We are finding that specifications are quite restrictive since only Hundai H1 passenger van can satisfy specifications required. CRDi is marking for common rail diesel technology used exclusively by Kia and Hyndai Motors, and this type of specification conditioning is not permitted in PRAG procedures. Furthermore engine displacement is narrowly set to value between 2450-2500 ccm which no EU producer install in their vehicles anymore. All equivalent EU produced vehicles have engines with much less displacement because environmental issues and better fuel consumption, while engine power is equivalent. There is no any comprehendible technical reason to ask engine this big in year 2020. Furthermore name of vehicle to be procured is ***Pick up vehicle with towing hook*  1 piece**, but specifications of vehicle is corresponding to passenger van Hyndai H1 which is not pick up vehicle, and no towing hook is mentioned anywhere in specifications required. If you check**“Guidelines for the drafting of technical specifications for vehicle tenders in the field of external actions”,** which is annex document of PRAG 2016 and can be found in folder named Chapter A, you may find that this tender technical specifications for this tender are not properly designed on more than few points.    **Question:**  Does Contracting Authority wants specifically to procure passenger van Hundai H1 or it is possible to change specifications to allow vehicles produced by other producers to be offered in tender? | *The contracting authority specified the technical characteristics of the vehicle in terms of technical characteristics - and thus defined according to its needs,* ***NOT STATING*** *or indicating from which manufacturer we wants the vehicle, but following the principles of economy and efficiency. The required characteristics are* ***NOT FIXED****but defined in the range and as minimum or maximum acceptable.*  *According to market research there are much more than 3 companies fulfilling the nationality rules and capable of potential delivery of such a vehicle.* |
| *10* | Most manufacturers recommend automatic transmissions for their reliability.    **Question:**  Based on what performance is a 9 + 1 transmission specified? Can a vehicle with an automatic transmission be offered? | *A manual transmission is cheaper, more reliable and easier to maintain than an automatic transmission*  *Those number of gears allow for a better load distribution on the engine, given the load capacity of the vehicle being requested.* |
| *11* | Most manufacturers have dropped manual window lifts.    **Question:**  Can windows with electric lifts be offered? | *Yes* |
| *12* | The request requires that the 4x2 configuration vehicle have the same ignition key, door and tank cap and that the ignition key is unencrypted.    **Question:**  Most truck manufacturers use coded keys to unlock and start the truck, and special keys for AdBlue and the fuel tank. Don’t you agree that this item in the specification favors one manufacturer? | *Just one key to the vehicle, simpler and safer handling, which is of utmost importance to us for the purpose of the vehicle in which it will be used. Each key for each lock could cause a downtime in the operation of the vehicle, the loss of one of them which would result in a downtime in the use of the vehicle.* |
| *13* | The specification lists the power output from the engine with a clear description.    **Question:**  On what basis is the correct statement of strength given? Different superstructures use different pumps and do not operate in the same way. Can another power supply be offered that is in line with the superstructure requirement? | *According to the purpose of the vehicles and on which terrain the vehicles will be used, the contracting authority has prescribed the technical characteristics according to its needs There two options are also given and which are fulfilled by several manufacturers.* |
| *14* | Based on the current situation in Europe and in our country of the Corona virus, please consider the prescribed period for completing the 60 day task.  We think that under these conditions he is unrealistic, so please consider extending it to 270 days or some more flexible period according to the situation. | *With market research and according to the latest information available to us the delivery period is possible within 60 days. Accordingly, that even the end user has his own deadlines within which he has to fulfill his obligations, it is not possible to extend the deadline of 60 days.* |