Republic of North Macedonia

Ministry of Transport and Communications

## Western Balkans Trade and Transport Facilitation Project

## CLARIFICATION NO. 3

## To the Request for Bids for the procurement of

## Deployment of Intelligent Transport Systems (ITS) on highway A1 (Corridor X) - South Part

## – Interchange Veles South to Border crossing Bogorodica

## Ref. No.: WBTTFP-8929-MK-212A-RFB

Issued on date: November 23, 2023

To all prospective Suppliers and to all firms that have obtained the RFB documents

Dear All,

With reference to the question raised by the prospective Bidders and pursuant to the issued RFB for the stated subject, please find enclosed the Clarification Table below with the questions and answers.

**Note:**

**The Bidder should use revised Price schedule 1-6 for preparing their Bids, issued on November 03, 2023.**

**The „Price schedule 7-12 - Deployment of ITS - WBTTFP - 212A“ submitted in Annex 1 remain unchanged.**

**Please take into consideration Amendment no. 2 issued on October 19, 2023.**

**Please take into consideration Amendment no. 3 issued on October 25, 2023**

**Please take into consideration Clarification no. 1. issued on November 03, 2023**

**Please take into consideration Clarification no. 2. issued on November 17, 2023**

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| ***CLARIFICATION TABLE – additional Questions and Answers from 227 to 241***  Date: 23.11 2023 | | | | | |
| 227 | **Q:**  RFB Page 61 / Key Personnel Table / Item 4 / Civil Engineer:  "10 (ten) years general experience in works related to infrastructure projects and/or ITS projects;  and 5 (five) years specific experience as Civil Engineer on linear infrastructure projects and/or ITS projects";  Is it a must that the bidder has to have such a personnel directly, or can subcontractor personnel be considered? | RFB Page 61 / Key Personnel Table / Item 4 / Civil Engineer | 227 | **A:**  ***Already answered under no. 211 in Clarification no. 2.***  In the case of the single Bidder or JV it is allowed to have engaged and contracted Key personnel which is not employed in the single Bidder company or JV companies. The Contract with the engaged Key personnel should be submitted to Employer prior to Contract signing. | Clarification |
| 228 | **Q:**  RFB Page 21: Clarification of article 17.5(d):  "(d) Installation Services shall be quoted separately (Schedule No. 4) and shall include rates or prices for local transportation to named place of final destination as specified in the BDS, insurance and other services incidental to delivery of the Plant, all labor, contractor’s equipment, temporary works, materials, consumables and all matters and things of whatsoever nature, including operations and maintenance services, the provision of operations and maintenance manuals, training, etc., where identified in the bidding document, as necessary for the proper execution of the installation and other services, including all taxes, duties, levies and charges payable in the Employer’s Country as of twenty-eight (28) days prior to the deadline for submission of Bids;"  Shall we have clarification for the specified part of this item? | RFB Page 21: Clarification of article 17.5(d): | 228 | **A:**  ***Already answered under no. 212 in Clarification no. 2.***  Quoted installation services (Price Schedule No. 7-12 in the issued RFB) shall include rates or prices defined by the Bidder. | Clarification |
| 229 | **Q:**  Radars which are planned to install in-out lanes of highway are expected to be side fire or front fire mode? | Section VII – Employer’s Requirements -Detailed Technical Specifications and Price schedule 1-6 - sheet no.1 -Traffic part - Items no. 9 | 229 | **A:**  ***Already answered under no. 213 in Clarification no. 2.***  As is stated in Price schedule 1-6 - sheet no.1 -Traffic part - Items no. 9  Detector for selective traffic data at in-out lanes of highways:  • Classification; TLS 2012, detector **operated in Front fire mode** | Clarification |
| 230 | **Q:**  As mentioned In the RFB document (Page 39), "the loan or financing agreement amount is 26,200,000 EUR".  Is this amount allocated directly to this tender's scope?  Or Does the amount cover separate services such as supervision or design of the "Western Balkans Trade and Transport Facilitation Project? | RFB - Section II -Bid Data Sheet – 11.1 (j) | 230 | **A:**  ***Already answered under no. 218 in Clarification no. 2.***  - No. This amount is for whole components of the WBTTF project.  - As stated in the SPN – point 1:  The Republic of North Macedonia has received financing from the World Bank toward the cost of the Western Balkans Trade and Transport Facilitation Project, and intends to apply part of the proceeds toward payments under the contract for “Deployment of Intelligent Transport Systems (ITS) on highway A1 (Corridor X) - South Part – chainage from km 74+950.00 (Interchange Veles South) to km 172+127.44 (Border crossing Bogorodica) - Provision, Installation and Commissioning of software, hardware and road monitoring devices as well as training on ITS systems for the operator staff”. | Clarification |
| 231 | **Q:**  Can we fill in the with our subcontractor equipments? | RFB Section IV –Bid Form | 231 | **A:**  YES, the Contractor must state in the FORM EQU in part Source - Indicate source of the equipment in what form is equipment, e.g. “Rented” and must submited signed document – Agreement with Details of rental / lease / manufacture agreements specific to the project. | Clarification |
| 232 | **Q:**  Can we use our existing License A (acquired for another project in N. Macedonia) for this project as well? | RFB - Section II -Bid Data Sheet – 11.1 (j) | 232 | **A:**  YES, the License A or Confirmation should be valid from the beginning of the Contract up to end of DLP period. | Clarification |
| 233 | **Q:**  Can our subcontractor's personnel be stated as Key Personnel in our Bid? | RFB Section IV –Bid Form  RFB Page 61 / Key Personnel | 233 | **A:**  ***Already answered under no. 211 in Clarification no. 2.***  In the case of the single Bidder or JV it is allowed to have engaged and contracted Key personnel which is not employed in the single Bidder company or JV companies. The Contract with the engaged Key personnel should be submitted to Employer prior to Contract signing. | Clarification |
| 234 | **Q:**  Will the weather stations be controlled by LTS or directly connected to TCC for controlling purposes? Book 1 and Book 2 defines this differently. |  | 234 | **A:**  Where and how the weather stations are connected and controlled is defined in BOOK 2 and showed in BOOK 2.3 / DRAWINGS from page 47 to 76. | Clarification |
| 235 | **Q:**  Will the communication between LTS and TCC provided by ISP? If so, will the bidder cover the subscribing costs and fiber optic termination works (or will these be covered by the employer?) |  | 235 | **A:**  Communication between LTS and TCC will be provided by Employer with covered subscribing costs and fiber optic termination works. | Clarification |
| 236 | **Q:**  In the "03-11-Clarification No 1" document, Question 83 states that “It is stated that “The main optical cable along the Corridor X is under authority of PESR, while point of connections between mail optical cable and elements of ITS along the Corridor X – South Part are stated below” How many spare fibers are available in this fiber optic cable? What type, single mode or multimode? Do we have to consider patch panels in each of those locations to connect our devices or are they existing? If existing, how many available ports for connections are there in each? If we require additional ports, do we have to supply them or would PESR do it upon our request and without charging any fee?” and the answer is “There are two 2 SM optical fibers foreseen as spare. All optical fibers for connection are single mode. There are no existing patch panels. The Bidder should supply patch panels.” Also the answer of question 189 is “The existing Tunnel control and management system for Demir Kapija tunnels in the Tunnel Control Center in Negotino is working as separate ITS system and is not part of this bidding documentation. Integration is not required.”  However, answer of question 111 states that “The Traffic Information System is designed and planned primarily to meet needs of the Traffic Control Center’s users and to provide connectivity with existing tunnels system with bidirectional data exchange of information between the two systems…” also answers of question 114, 116, 202 state that “It is necessary to provide bidirectional data exchange of information between the two systems to communicate relevant data, failures and alarms.”  Could you please clarify if integration is requested from bidders? If yes, could you please give details on the requested integration? | Clarification no. 1 – Q/A: 83 | 236 | **A:**  ***Already answered under no. 83, 111, 114, 116, 189 and no. 202 in Clarification no. 1.***  The existing Tunnel control and management system for Demir Kapija tunnels in the Tunnel Control Center in Negotino is working as separate ITS system and is not part of this bidding documentation. **Integration is not required.**  It is necessary to provide bidirectional data exchange of information between the two ITS systems. | Clarification |
| 237 | **Q:**  In the "03-11-Clarification No 1" document, Question 96 states that “ Please clarify which other subsystems´ centers the TCC will have to exchange data (traffic data), and which data needs to be provided.” And also question 97 states that “ Please clarify if all these data and information exchanges are unidirectional or bidirectional, i.e. will the TCC also receive data and information from other TCCs and what shall be done with it?”. The answer is “The TCC Negotino must have the possibility of exchanging information bidirectional with other TCCs.”  But, this means that, bidders need to pre-design for unknown centers. Could you please clarify? | Clarification no. 1 – Q/A: 96 | 237 | **A:**  ***Already answered under no. 96 and no. 97 in Clarification no. 1.***  The Bidder must be aware and provide the possibility that the TCC Negotino can exchanging information bidirectional with other TCCs.  As presented in Book 1, other TCC is TCC Petrovec in the North part. | Clarification |
| 238 | **Q:**  In the "03-11-Clarification No 1" document, Question 93 states that “It is stated that “Both TCC (“Petrovec” and “Negotino”) are connected to the local stations and equipment on the road section under their jurisdiction but also to the local stations and equipment on the road section under other TCC jurisdiction. They act as disaster recovery site to each other.” As the scope of this contract is only the “Negotino” TCC, i.e. the South part, and the North part will be subject to a different future contract, please clarify what this means for the contractor that will supply the South part:  - At a later stage the system in Negotino will have to be extended by the Contractor once the North part is installed by another Contractor?  - Will we have to prepare our LTS to provide information to two different TCC and define the algorithm that will decide which request has preference and which command has priority?”  And the answer is “As it is stated, the Bidder should prepare the local stations and equipment (LTS) for work with both TCC's (“Petrovec” and “Negotino”). The Bidders should offer in the Bid the LTS which can provide information to two different TCC and define the algorithm that will decide which request has preference and which command has priority.”  But, this means that, bidders need to pre-design for unknown centers. Could you please clarify? | Clarification no. 1 – Q/A: 93 | 238 | **A:**  ***Already answered under no. 93, no. 96 and no. 97 in Clarification no. 1.***  The Bidders should offer in the Bid the LTS which can provide information to two different TCC and define the algorithm that will decide which request has preference and which command has priority.  As presented in Book 1, other TCC is TCC Petrovec in the North part. | Clarification |
| 239 | **Q:**  In the "price schedule 1-6" excel, tab "PS 4 Structures", stated that "Supply, transport and installation of steel portals with span L = 18.00m with revision path, scales (climbers) and steel protection around the stairs (Backing protection) Making of the portals in the workshop covers the Supply of materials, preparation and construction of steel portals workshop details made by the portal manufacturer. Materials are hot rolled profiles made of structural steel S355J0H. Problem installation. Ancorrosive protection with hot galvanizing, transport of portals from workshop to zinc and vice versa. Expo color painting. Transport and installation of portals at the location foreseen with the basic design. (The weight of the steel elements are taken according to the specification of steel, screws, nuts and washers given on sheet number 4.2-6.3), pieces 3"  Could you clarify "problem installation"? Could you clarify "expo color painting" on galvanized steel structure? | RFB - Price schedule 1-6 – PS 4 | 239 | **A:**  The correct wording is:  “Supply, transport and installation of steel portals with span L = 18.00m with revision path, scales (climbers) and steel protection around the stairs (Backing protection) Making of the portals in the workshop covers the Supply of materials, preparation and construction of steel portals workshop details made by the portal manufacturer. Materials are hot rolled profiles made of structural steel S355J0H. **Test fitting**. Anticorrosive protection with hot galvanizing, transport of portals from workshop to zinc and vice versa. **Painting with epoxy color**. Transport and installation of portals at the location foreseen with the basic design. (The weight of the steel elements are taken according to the specification of steel, screws, nuts and washers given on sheet number 4.2-6.3), pieces 3"  Test fitting is: Checking of the elements inside factory after production, before are transported to the site.  Painting with epoxy color is: For all elements which are not load-bearing elements or hot dip galvanized, such as revision path, scales (climbers) and steel protection around the stairs (backing protection) | Clarification |
| 240 | **Q:**  We couldn't find the pole/pylon drawing in the RFB documents and bookings? Could you provide these? What kind of profiles are needed, and in which dimensions? | Clarification no. 1 – Q/A: 27 | 240 | **A:**  ***Already answered under no. 27 in Clarification no. 1 and no. 220 in Clarification no. 2.***  The pole/pylon drawing for the weather stations are not included in the project documentation, because different manufacturer has different pole with different profiles and dimensions. **The main issue is that pole need to be from corrosion-resistant (rust-free) aluminum tubing mast with 5m height.** | Clarification |
| 241 | **Q:**  We ask for clarification of the understanding of the term "Fully responsible" described on the clarification 221. According this clarification, during the Defect Liability Period (DLP) which start from the date of Operational Acceptance and last for 12 months, the Contractor is fully responsible for ensuring availability of the supplied equipment during this period, replace the equipment if/where required and ensuring performance requirements of whole ITS systems (hardware and software).  To evaluate the needs and cost of replacing equipment and ensure the performance of all ITS hardware and software components, please clarify the following issues:  1. What will be the Mean Time to Repair (MTTR)?  2. Do other KPIs need to be met?  3. Who will provide the maintenance buildings where the maintenance personnel, vehicles, tools and spare parts will be located?  4. How many maintenance buildings do we have to consider?  5. What will be the maintenance basis (24x7, 8x5, others...)?  6. Is it possible to provide remote maintenance for the Software? | Clarification no. 2  Q/A 219 and 221 | 241 | **A:**  ***Already answered under no. 219 and 221 in Clarification no. 2.***  The Contractor shall be obliged to provide maintenance in order to keep the system in operation as defined in the manuals for operation and maintenance (**that should be prepared by Contractor**) and manufacturer instructions for maintenance of the equipment, during the Defect Liability Period.  The Contractor should calculate all needs and costs for ensuring full performance of the ITS Systems during Defect Liability Period. |  |

**Please note that confirmation by e-mail of the receipt of this Clarification no.3 is compulsory!**

Yours sincerely,

**Slavko Micevski**

Procurement officer

*Western Balkans Trade and Transport Facilitation Project*

*Local Roads Connectivity Project*

*T: +38975494977*

*E:* [*slavko.micevski.piu@mtc.gov.mk*](mailto:slavko.micevski.piu@mtc.gov.mk)

*Ministry of Transport and Communications*

*Crvena Skopska Opstina 4, 1000 Skopje  
Republic of North Macedonia*

[*www.mtc.gov.mk*](http://www.mtc.gov.mk/)