Republic of North Macedonia

Ministry of Transport

## 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-212-A-RFB - (Re-advertised)

Date: August 19, 2024

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.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| ***CLARIFICATION TABLE – Questions and Answers*** | | | | | |
| **No. of Question** | **Question** | **Ref. to the BD (RFB)** | **No. of Answer** | **Answer** | **Category:**  **Clarification or Amendment** |
| 1 | **Q:**  In Appendix 4 - Time Schedule is stated: “Stage 1 - Completion of at least 30% of positions stated in Price Schedules No.1 to No.6: 16 weeks from the Effective date” Please clarify if it means 30% of a sum of all quantities in total stated in all sheets in Price Schedules No.1 to No.6 (Sum of all 6 Columns E in Sheets 1-6). | RFB – Section X - Contract Forms | 1 | **A:**  This is Unit Price Contract based on Priced Bill of Quantities (Price schedule 1-6 and 7-12). The Contractor will be paid for the quantity of the work accomplished at the rate in the Bill of Quantities for each item.  The **Supervisor (Consultant appointed by the Employer)** will check and confirm quantities for all items in Price schedules. Payment will be as per approved quantities for each item multiplied with particular unit prices for that item, except for items with unit price defined with set or lump sum and where Quantity is 1.  The Supervisor will provide the form to the Contractor for calculating the completed and controlled of performed quantities that will be included in the invoice for each payment taking in account proposed and accepted work plan and time schedules by the Contractor.  This is already clarified in the issued Clarification no. 2 under Q/A 91 and Q/A 122 | Clarification |
| 2 | **Q:**  After completing all the work on the field, a geodetic report should be made. What kind of geodetic report is it, since there are several types? | RFB - Section VII - Employer’s Requirements | 2 | **A:**  The geodetic report should be prepared according to actual legislation in RN Macedonia and should be based on prepared As-built design. | Clarification |
| 3 | **Q:**  In the project and drawings stated in Books, there is 12 fiber optic cable which is MultiMode, and in the Price Schedules you are asking for SingleMode 12 Fiber optic cable. Can you tell us whether 12 Fiber Optic cable Multimode or Singlemode is needed? | RFB - Price Schedule No. 2 - Electrical Part | 3 | **A:**  Please follow and respond to the issued Price Schedule No. 2 - ELECTRICAL PART -Supply and Installation – Item no. 20. | Clarification |
| 4 | **Q:**  Regarding item No.13 of PS 5 - CABLE CHANNELS, does it refer to 3000 meters x 3 pipes of 160 mm = 9000 meters or a total of 3000 meters x 1 pipe of 160 mm = 3000 meters. | RFB - Price Schedule No. 5 - Cable Channels | 4 | **A:**  It refers to total of 9000m (3000m of 3 x Ø 160mm). | Clarification |
| 5 | **Q:**  Regarding item No.13 of PS 5 - CABLE CHANNELS, would it be acceptable to offer pipes made of plastic with equivalent properties and installation conditions. | RFB - Price Schedule No. 5 - Cable Channels | 5 | **A:**  It needs to be hot dip galvanized pipe. | Clarification |
| 6 | **Q:**  Regarding item No.6 of PS 5 - CABLE CHANNELS, please clarify if these 60 pieces refer to 4 pipes x 60 locations = 240 pipes x 36 meters = 8,640 meters of pipes. | RFB - Price Schedule No. 5 - Cable Channels | 6 | **A:**  Yes, it refers to 4 pipes x 36 meters x 60 locations = 8640m. | Clarification |
| 7 | **Q:**  Regarding item No.7 of PS 5 - CABLE CHANNELS, please clarify if these 30 pieces refer to 4 pipes x 30 locations = 120 pipes x 12 meters = 1,440 meters of pipes. | RFB - Price Schedule No. 5 - Cable Channels | 7 | **A:**  Yes, it refers to 4 pipes x 12 meters x 30 locations = 1440m. | Clarification |
| 8 | **Q:**  Regarding item No.6 and item No.7 of PS 5 - CABLE CHANNELS, please clarify whether machine cutting, trenching and restoration of the highway to its original state is allowed or only horizontal drilling under the road, because there is a drastic difference between one and the other operation both in terms of time and price. | RFB - Price Schedule No. 5 - Cable Channels | 8 | **A:**  Only horizontal drilling under the road is allowed. It is not allowed to machine cut the existing paved road. | Clarification |
| 9 | **Q:**  Regarding item No.6 and No.7 of PS 5 - CABLE CHANNELS, please define the material from which the channels should be made (eg metal, plastic (HDPE), etc.), because the current lack of definition makes confusion. | RFB - Price Schedule No. 5 - Cable Channels | 9 | **A:**  Under the road are foreseen 4 x Ø160 PE cable protection pipes on the locations. | Clarification |
| 10 | **Q:**  Regarding item No.6 and No.7 of PS 5 - CABLE CHANNELS, please clarify: The is a discrepancy between the Price Schedules and Project Drawings/Books, in the Price Schedules pipes of 160 mm are required and in the Project Drawings/Books pipes of 110 mm are required. Please clarify which diameter of pipes need to be used, because the foreseen power and fiber cables can be fitted to a pipe of 110 mm, even with reserve for additional cabling. | RFB - Price Schedule No. 5 - Cable Channels | 10 | **A:**  Pipes with Ø 160mm need to be used, according to price schedules. | Clarification |
| 11 | **Q:**  In your specifications for Price schedule 1-6 - Sheet no.3 -Traffic TIS - Item no. 14 and 17, you are requesting 1 x VGA and 1 x Audio for connectivity. Today it is not recommended by manufacturers that you either require or use VGA (analog video), but use digital video outputs/inputs, which can provide much greater quality of signals, especially for a 24/7 working environment (regarding image clarity and quality). Additionally modern digital connections like HDMI and DisplayPort also transfer audio, so there is no need for outdated analog audio connections. Please confirm that you have taken this into account, as you have already done for the monitors in Price schedule 1-6 - Sheet no.3 -Traffic TIS - Item no. 5 and the video wall monitors with Amendment 1. | RFB - Price Schedule No. 3 - Traffic TIS | 11 | **A:**  Different solutions are acceptable but based on fulfilling the required functionality.  Most workstations KVMs still use VGA, although all of them come with additional ports such as HDMI, DP or DVI-D. Also, they come with multiple cables for different types of connection. That means although we have specified old standard the new ones still can be backward compatible, and we can ensure the usage of older system. | Clarification |
| 12 | **Q:**  Regarding items in Price schedule 1-6 - Sheet no.3 -Traffic TIS - Item no. 5, 14 and 17, would similar/equivalent ports be acceptable but based on fulfilling the required functionality and in order to increase the competitiveness of offering world renowned brands. Otherwise please provide us with several models from brand manufacturers that offer such models with the required ports. | RFB - Price Schedule No. 3 - Traffic TIS | 12 | **A:**  Different solutions are acceptable but based on fulfilling the required functionality.  Most workstations KVMs still use VGA, although all of them come with additional ports such as HDMI, DP or DVI-D. Also, they come with multiple cables for different types of connection. That means although we have specified old standard the new ones still can be backward compatible, and we can ensure the usage of older system. | Clarification |
| 13 | **Q:**  Regarding the power supplies for the workstations (Price schedule 1-6 - Sheet no.3 -Traffic TIS - Item no. 3, 4 and 16), would it be acceptable to offer power supplies that vary 150-200W than requested, because not all manufacturers specify the power supplies the same way, some power supplies have different percentages of efficiencies etc. This would increase the competitiveness of offering world renowned brands. | RFB - Price Schedule No. 3 - Traffic TIS | 13 | **A:**  This is not acceptable.  Please follow and respond to the issued Price Schedule No. 3 - Traffic TIS - Item no. 3, 4 and 16. | Clarification |
| 14 | **Q:**  In the sections for Workstations, you have set requirements which have been copied from the specifications for the model HPE Z840, and no other vendor can comply with these requirements. This not only means that you are limiting the competition, but you are also setting a preference for a brand and model which is against the basic principle of public procurement. Therefore, please change the requirement for RAID, specifying only 0,1, 5 and 10, and please define the graphic card with minimum requirements for memory instead of specifying an exact model (which are old models from 2016 and 2017 respectively, which are already EOL). With these two simple changes you are avoiding the preference for brand and model, thus allowing competition. | RFB - Price Schedule No. 3 - Traffic TIS | 14 | **A:**  For the current needs of this project, 2 disks are required. There should always be a possibility of supplementing their number, due to the needs of future development (connection with equipment from the southeast road network). These two disks can be used in RAID 1 (Mirroring) for ensuring 100% redundancy and saving data. RAID controllers with 10 and 50 configurations are required in order to increase the security and reliability of the system and the data that will be processed at the operating stations. RAID 50 proves advantageous for applications involving substantial data volumes, such as video editing, multimedia storage, and database servers, where data loss or downtime can have severe consequences. This multi-level redundancy makes RAID 50 highly resilient against drive failures and ensures data availability. The RAID 50 functionality can be achieved by adding RAID 50 controller from the appropriate manufacturer on PCI slot on the compatible workstation motherboard.    The equivalent Workstations configuration from any brands are acceptable, based on fulfilling the required functionality. Please take into consideration that those stated in RFB and PC are **minimum** technical characteristics. It is allowed also, that the Bidder can provide and offer better Workstations configuration, but taking into consideration fulfilling the required functionality.    **The Bidders should fulfill requirements for Controller as are requested: SAS/SATA/SSD RAID controller (RAID 0, 1, 5, 10 and 50).** | Clarification |
| 15 | **Q:**  In the sections for workstations, you are not only specifying an exact model (HPE z840), but also stating some non-logical requests which serve for nothing more than limiting the competition. Such is the RAID 50 request, which can only be deployed if you have more than 6 disks, while you are requesting only 2. Furthermore, RAID 50 can be achieved with 2 x Raid 5 with 6 disks. Therefore, placing a Raid 50 requirement is nothing more than a way to limit the competition. Remove this requirement in order to make the specification compliant with the principle of fair and transparent competition. | RFB - Price Schedule No. 3 - Traffic TIS | 15 | **A:**  For the current needs of this project, 2 disks are required. There should always be a possibility of supplementing their number, due to the needs of future development (connection with equipment from the southeast road network). These two disks can be used in RAID 1 (Mirroring) for ensuring 100% redundancy and saving data. RAID controllers with 10 and 50 configurations are required in order to increase the security and reliability of the system and the data that will be processed at the operating stations. RAID 50 proves advantageous for applications involving substantial data volumes, such as video editing, multimedia storage, and database servers, where data loss or downtime can have severe consequences. This multi-level redundancy makes RAID 50 highly resilient against drive failures and ensures data availability. The RAID 50 functionality can be achieved by adding RAID 50 controller from the appropriate manufacturer on PCI slot on the compatible workstation motherboard.  The equivalent Workstations configuration from any brands are acceptable, based on fulfilling the required functionality. Please take into consideration that those stated in RFB and PC are **minimum** technical characteristics. It is allowed also, that the Bidder can provide and offer better Workstations configuration, but taking into consideration fulfilling the required functionality.  **The Bidders should fulfill requirements for Controller as are requested: SAS/SATA/SSD RAID controller (RAID 0, 1, 5, 10 and 50).** | Clarification |
| 16 | **Q:**  Please can you clarify the available space for ITS Operators on Negotino Control Center? | Book 3. Chapter 6 | 16 | **A:**  The available space for ITS Operators on Negotino Control Center is 10m².  Please refer to the drawing no. 1 in Book 7. | Clarification |
| 17 | **Q:**  Please can you clarify the available space for ITS Servers on Negotino Control Center? | Book 3. Chapter 6 | 17 | **A:**  The available space for ITS Servers on Negotino Control Center is 14m².  Please refer to the drawing no. 4 in Book 7. | Clarification |
| 18 | **Q:**  Please can you clarify the Average Annual Daily Traffic by Sections from 2022 to 2024 and their expected values for 2025? | Book 1. Chapter 3.3 | 18 | **A:**  The AADT for Highway A1 – Corridor X, as average number in 11 sections for 2022 is 6630 vehicles and for 2023 is 8868 vehicles.  The data for 2024 is not complete (July 2024).  There is no data with expected values for 2025.  The Average Annual Daily Traffic by sections per year for all state roads, including Highway A1 – Corridor X is open data information that can be found on the next link: <http://tdps.roads.org.mk/Home/Index> | Clarification |
| 19 | **Q:**  The Negotino Control Center servers specification is obsolete. Can you clarify if next-gen servers that fulfils offered SCADA requirements can be offered instead? | Book 3. Chapter 6 | 19 | **A:**  Please follow and respond to the requirements stated in the issued RFB and Price schedules.  Take into consideration that those stated requirements are minimum requirements and the required functionality should be fulfilled with the proposed product. | Clarification |
| 20 | **Q:**  The Negotino Control Center workstation specification is obsolete. Can you clarify if next-gen workstations that fulfil offered SCADA requirements can be offered instead? | Book 3. Chapter 6 | 20 | **A:**  Please follow and respond to the requirements stated in the issued RFB and Price schedules.  Take into consideration that those stated requirements are minimum requirements and the required functionality should be fulfilled with the proposed product. | Clarification |
| 21 | **Q:**  On Book 1 chapter 6.3.2 it is displayed that "Detectors are mounted on a pillar along the roadway, preferably on a light column, at the minimum height of 7 m." Please can you clarify the maximun and minimum distances from the light column to the first lane to be measured? | Book 3. Chapter 6.3.2 | 21 | **A:**  The distances from the light column to the first lane is max.2m and min.1m. | Clarification |
| 22 | **Q:**  On Book 1 chapter 6.3.2 it is displayed that "Detectors are mounted on a pillar along the roadway, preferably on a light column, at the minimum height of 7 m." Please can you clarify the maximun and minimum distances from the light column to the last lane to be measured? | Book 3. Chapter 6.3.2 | 22 | **A:**  The distances from the light column to the last lane is min. 8m to max 10m. | Clarification |
| 23 | **Q:**  On Book 1 chapter 6.3.2 it is displayed that "Detectors are mounted on a pillar along the roadway, preferably on a light column, at the minimum height of 7 m." Please can you clarify the maximun and minimum height of the light column? | Book 3. Chapter 6.3.2 | 23 | **A:**  All of the lighting poles are with min. 10m. and max. 12m. | Clarification |
| 24 | **Q:**  On Book 1 chapter 3.1.2 related to South Sector it is displayed that "Tunnels of this Section will be equipped by variable messages signaling, phone call equipment, ventilation system and fire alarm and will be connected with the Remote Control and Management System at the «Negotino» Traffic Control Center (TCC)". Please confirm who is going to provide these devices and all details about these devices (brand, model and communication interface). | Book 1. Chapter 3.1.2. | 24 | **A:**  Tunnels and the equipment for them are already installed. | Clarification |
| 25 | **Q:**  On Book 1 chapter 3.1.2 related to South Sector it is displayed that "Tunnels of this Section will be equipped by variable messages signaling, phone call equipment, ventilation system and fire alarm and will be connected with the Remote Control and Management System at the «Negotino» Traffic Control Center (TCC). The other route parts as well as structures on this Section are not equipped by devices or equipment for traffic control and management". Please confirm that there are no existing traffic control devices outside these tunnels on south sector. | Book 1. Chapter 3.1.2. | 25 | **A:**  The other route parts as well as structures on this Section (South part), except tunnels, are not equipped by devices or equipment for traffic control and management. | Clarification |
| 26 | **Q:**  On Book 1 chapter 4.4 it is displayed that "Besides the traffic and environmental data the cyclic taking over of the following data is necessary: … Date and time". Please confirm who is going to provide NTP servers. | Book 1. Chapter 4.9 | 26 | **A:**  NTP server need to be provide by the Contractor. | Clarification |
| 27 | **Q:**  On book 3, chapter 1.2 it is displayed that "The Traffic Center has to provide at least the following tasks: … Integration with other ITS sub-systems". Please provide detailed description of these sub-systems that have to be integrated. | Book 3. Chapter 1.2 | 27 | **A:**  The Negotino Traffic Control Center need to have possibility to communicate with other ITS in the future (WIM, HAZMAT etc.). Negotino Traffic Control Center will be first to build. | Clarification |
| 28 | **Q:**  On book 3, chapter 1.2 it is displayed that "The Traffic Center has to provide at least the following tasks: … Digital processing for various purposes (e.g. supporting a traffic-technical optimization)". Please provide detailed description of the other purposes of digital processing to be provided. | Book 3. Chapter 1.2 | 28 | **A:**  The digital processing can be used as a toll in the procedures for traffic flow optimization, traffic safety improvements, traffic congestion analysis, etc. | Clarification |
| 29 | **Q:**  On book 3, chapter 1.2 it is displayed that "The Traffic Information System’s software implements communication modules for exchange between  the “PETROVEC” TRAFFIC CONTROL CENTER and the “NEGOTINO” TRAFFIC CONTROL CENTER.". Taking into account that Petrovec Control Center is out of the scope of this project please confirm if there is an existing Petrovect Traffic Control Center, and the data exchage and interface to be provided. | Book 3. Chapter 1.2 | 29 | **A:**  The Petrovec Traffic Control Center is part of other tender documentation and is not build yet. | Clarification |
| 30 | **Q:**  On book 3, chapter 1.5 it is displayed that "To determine the traffic jam warning the corresponding traffic jam criteria grouped in four categories  are applied:  - traffic jam criterion 1 (occupancy);  - traffic jam criterion 2 (forecast speed);  - traffic jam criterion 3 (detection of disturbance related to section);  - traffic jam criterion 4 (traffic jam criterion Z4).  But this section does not describe traffic jam criterion 3. Please can you clarify if Traffic Management System has to implement it and ,if yes, describe it? | Book 3. Chapter 1.5 | 30 | **A:**  Traffic jam 3 criterion (Z3 traffic degree):  • If Z3 degree (traffic jam) is detected at a measuring cross section, the traffic jam program must be automatically activated.  • In front of MQ demonstration cross sector, according to RWVZ the portal with VMSs about limits and danger are anticipated. In case of traffic jam enlargement, according to RWVZ displays should be adjusted (moved upstream).  Please refer to Book 3 - page 23/24 where it is described. | Clarification |
| 31 | **Q:**  On book 3, chapter 1.5 it is displayed that "To determine the traffic jam warning the corresponding traffic jam criteria grouped in four categories are applied:  - traffic jam criterion 1 (occupancy);  - traffic jam criterion 2 (forecast speed);  - traffic jam criterion 3 (detection of disturbance related to section);  - traffic jam criterion 4 (traffic jam criterion Z4).  But this section only describes traffic jam criterion Z3. Please can you clarify the difference between traffic jam criterion Z3 and traffic jam criterion Z4? | Book 3. Chapter 1.5 | 31 | **A:**  Please take in the consideration traffic jam criterion 1, criterion 2 and criterion 3. The criterion 4 is not relevant.  The selection of the working programs (algorithms) of VMS, in the traffic jam section (4 programs and two special programs) is made according to the 3 criteria mentioned (occupancy, speed and flow density). | Clarification |
| 32 | **Q:**  On book 3, chapter 1.6.1 it is displayed that road humidity will be calculated through the following values:  - Rainfall intensity (NI);  - Rainfall types (NS);  - Water film thickness (WFD);  - Roadway surface state (FBZ);  - Air temperature;  - Relative air humidity (RLF).  But it is required that the clasification of the road surface has to be based on:  0 No rain  1 Rain  2 Cloudy  3 Clear.  Please clarify how Traffic Management System has to classify the road surface on these codes if air pressure values are not considered. | Book 3. Chapter 1.6.1 | 32 | **A:**  Because almost the whole road is on the same height above sea level and there are no big inclinations and declinations, the air pressure on the whole road section will differ in small values that will not make any difference in the calculations for the classification of the road.  Please follow and respond to the requirements stated in the issued RFB and Price schedules.  Take into consideration that those stated requirements are minimum requirements and the required functionality should be fulfilled with the proposed product. | Clarification |
| 33 | **Q:**  On book 3, chapter 2 it is displayed that "Traffic and weather conditions data are downloaded automatically. Automatically downloaded data correspond to the specific data of the Traffic Center, such as: ... permanent signal lights PSL".  Please clarify brand model and protocol of these PSL devices. | Book 3. Chapter 2 | 33 | **A:**  The permanent signal lights (PSL) as devices are incorporated in the VMS sign matrix, as is presented in Book 3, Chapter 4. Traffic management scenarios. Please refer to Price Schedule no.1 – Traffic part - Item no.4 and no. 5 (RFB, Section VII – DTS – Traffic part - Item no. 1 and no. 2).  Please follow and respond to the requirements stated in the issued RFB and Price schedules.  Take into consideration that those stated requirements are minimum requirements and the required functionality should be fulfilled with the proposed product. | Clarification |
| 34 | **Q:**  On book 1, chapter 2 is is required that Local Traffic Stations must support the following function groups:  FG1 – Functional group for traffic data collection;  FG3 - Functional group for weather data collection;  FG4 - Functional group for variable traffic signaling management;  FG6 - Functional group for LTS status;  FG256 - Functional group for LTS system settings managing.  But on book 3, chapter 2 it is required that Local Traffic Stations must also support FG 4 for PLS signal lights and FG 5 for variable sign guidepost data (VSP).  Please clarify if Local Traffic Stations must communicate with PLS-signal lights and VSP too | Book 1. Chapter 2  Book 3. Chapter 2 | 34 | **A:**  Yes, it must communicate with both. The permanent signal light (PSL) devices are incorporated in the VMS sign matrix, as is presented in Book 3, Chapter 4. Traffic management scenarios.  Please refer to Price Schedule no.1 – Traffic part - Item no.4 and no. 5 (RFB, Section VII – DTS – Traffic part - Item no. 1 and no. 2). | Clarification |
| 35 | **Q:**  On book 3, chapter 2 it is required that Local Traffic Stations must also support FG 4 for PLS signal lights and FG 5 for variable sign guidepost data (VSP).  Please clarify if brand, model and interface to communicate Local Traffic Stations with PLS-signal lights and VSP | Book 3. Chapter 2 | 35 | **A:**  The permanent signal lights (PSL) as devices are incorporated in the VMS sign matrix, as is presented in Book 3, Chapter 4. Traffic management scenarios. Please refer to Price Schedule no.1 – Traffic part - Item no.4 and no. 5 (RFB, Section VII – DTS – Traffic part - Item no. 1 and no. 2).  Please follow and respond to the requirements stated in the issued RFB and Price schedules.  Take into consideration that those stated requirements are minimum requirements and the required functionality should be fulfilled with the proposed product. | Clarification |
| 36 | **Q:**  On book 3, chapter 5.11 is is displayed that "The purpose of a video wall is creation of ergonomic common desktop at Petrovec Traffic Center on which operators and their managers have simultaneous overview of video signals from selected cameras as well as possibility of traffic monitoring and managing by usage of the graphical user interface of the integrated traffic system."  Does it mean that the offered videowall has to be installed in Petrovec Traffic Control Center? In this case, assuming that the ATMS to be provided will be located on Negotino Traffic Control Center, please clarify who is going to provide the ATMS system for Petrovec Traffic Control Center. | Book 3. Chapter 5.11 | 36 | **A:**  The ATMS system for Petrovec Traffic Control Center will be part of other tender documentation. | Clarification |
| 37 | **Q:**  According to answer 21 of Clarification List 2 : Tunnels of this Section are equipped by variable messages signaling, phone call equipment, ventilation system and fire alarm and WILL be connected with the Remote Control and Management System at the «Negotino» Traffic Control Center (TCC).  If integration is required , Please provide Brand, Model , communication protocol and version for each device :  > variable messages signaling  > phone call equipment  > ventilation system  > Fire alarm system | RFB - Clarification nº 2 - Answer to question nº 21 | 37 | **A:**  Tunnels of this Section are already equipped by variable messages signaling, phone call equipment, ventilation system and fire alarm and connected with the existing Remote Control and Management System at the «Negotino» Traffic Control Center (TCC). There is no need of integration. | Clarification |
| 38 | **Q:**  Clarificaction List nº2 :  According to answer to question 13 , emergency phone management system (telephone call system ) is not part of this RFB and therefore is not required the integration of SOS telephone system.  According to answer to question 21 , tunnels are equiped with phone call equipment and will be connected with the remote control and management system at Negotino TCC  There is a contradicition between both answers. Could you clarify? | RFB - Clarification nº 2 - Answer to question nº 21 &13 | 38 | **A:**  Emergency telephone management system (Telephone Call System) is not a part of this RFB.  Tunnels are already equipped with phone call equipment and connected with the existing Remote Control and Management System at the «Negotino» Traffic Control Center (TCC). | Clarification |
| 39 | **Q:**  Since the authority provided answers to over 100 questions just two weeks before the submission deadline, substantially clarifying the solution's nature and the required forms and documents, bidders do not have enough time to prepare bid submission accordingly. Therefore, we request a minimum three-week extension to the current deadline. | RFB - Clarification nº 1 and Clarification nº 2 | 39 | **A:**  In Clarification no. 1 and Clarification no. 2 we answer several times on request for extension as follow:  Please note that WBTTF Project expires on 15 December 2025, so all activities should be finished up to end of November 2025, including Deployment of ITS. This means that Contract with awarded bidder should be signed in October 2024 the latest. Due to the tied time for evaluation of bids and awarding the winning bidder, there is no possibility for extension of deadline for bid submission for more than three weeks, which is already done with Amendment no. 1.  However, we consider requests for additional extension and the extended deadline for bid submission is set up for September 04, 2024.  Please note that further extension is not possible.  **Please see Amendment no. 2.** | **Amendment** |
| 40 | **Q:**  We found this answer to several questions in clarifications nº2 document :  Please note that WBTTF Project expires on 15 December 2025, so all activities should be finished up to end of November 2025, including Deployment of ITS. This means that Contract with awarded bidder should be signed in October 2024 the latest.  Due to the tied time for evaluation of bids and awarding the winning bidder, there is no possibility for extension of deadline for bid submission for more than three weeks.  > What happen if the contract with awarder bidder could not be signed in October 2024 due for instance to a claim of other(s) competitor(s)?  > Will be cancelled the bidding due to credit expiration on 15 December 2025 if the contract is not signed in October 2024 ?  > Could be extend the credit with the WBTTF after 15 December 2024 ? | RFB - Clarification nº2 | 40 | **A:**  Please follow issued RFB, Amendment no. 1, Amendment no. 2 and Clarifications no. 1, 2 and 3. Please submit your Bid as per your convenience up to deadline for bid submission.  Please do not make scenarios since we do not have obligations to answer on those scenarios and such scenarios are not part of the bidding process.  Please refer to the RFB- Section I – Instructions to Bidders-ITB 40 and other clauses ITB 41- 48.  However, we consider requests for additional extension and the extended deadline for bid submission is set up for September 04, 2024.  Please note that further extension is not possible.  **Please see Amendment no. 2.** | **Amendment** |
| 41 | **Q:**  In Clarification 1, Question 1, the authority confirmed that financial data can be redacted as confidential from MSIP plans. However, in Clarification 2, Question 64, the authority requested that Form 4.2c be completed for submitted environmental plans, which includes the total contract value. Could you please clarify whether this section/form needs to be completed, as the responses seem to contradict each other or is it sufficient to submit MSIP plans with redacted financial information? | RFB - Clarification nº 1 and Clarification nº 2 | 41 | **A:**  In the submitted copies of the MSIP plans, Reports or equivalent, for roads or other linear infrastructure projects and/or ITS projects it is allowed to redact only financial data as confidential information.  However, Form EXP - 4.2(c) should be completed. | Clarification |
| 42 | **Q:**  Does the experience in Electronic Toll Collection (ETC), and related tolling infrastructure including toll booths, barriers, toll plaza buildings and fundaments for toll booths classify as experience in Intelligent Transport Systems (ITS)? | RFB – Section III | 42 | **A:**  The experience in Electronic Toll Collection (ETC) is relevant only for Factor: 4.1 General Experience. | Clarification |
| 43 | **Q:**  Looking back at the second clarification No. 62, according to the requirements of the bidder's country and audit-related laws, our fiscal year is from January 1 to December 31 of the current year, and there is no need to issue independent audit reports every quarter. Therefore, the fiscal year that cannot meet the tenderer's requirements is from April 1 of the current year to March 31 of the following year.  Please confirm whether the owner can provide financial statements in accordance with the requirements of domestic companies in Clarification No. 62 | RFB – Section III | 43 | **A:**  Yes, you can submit in the Bid audited annual financial statements for:  - year 2021 (January 1, 2021 - December 31, 2021);  - year 2022 (January 1, 2022 - December 31, 2022);  - year 2023 (January 1, 2023 - December 31, 2023). | Clarification |
| 44 | **Q:**  Regarding the number of video walls, BOOK 3, P245 mentions "8 x 55'' projection units connected into 2x4 formation", indicating that 8 video walls are required. Recalling Clarification No. 53 of the Second Clarification, "It is important that 4 signals should be split on TCC Negotino (South) and 8 signals on TCC Petrovec (North)”.  Please clarify whether the number of video walls in this tender is 4 or 8. | RFB – Section VII and Price schedules | 44 | **A:**  The number of video walls in this tender RFB) is 4 (four) pieces. | Clarification |
| 45 | **Q:**  Looking back at the second clarification No. 81, regarding the automatic event detection function, according to page 62 of BOOK 1, Figure 12 shows that the AID server needs to have the automatic event detection function. If it is the same as the second clarification No. 81 said, "The cameras are with automatic incident detection", then please elaborate on the detailed functions of the AID server. | RFB – Section VII and Price schedules | 45 | **A:**  Please follow and respond to the requirements stated in the issued RFB and Price schedules. Take into consideration that those stated requirements are minimum requirements and the required functionality should be fulfilled with proposed product. | Clarification |
| 46 | **Q:**  Regarding VMS, in the technical documents BOOK 1 P46, P47 and P202, the dimensions indicated on the drawings are inconsistent with the 4th, 5th and 6th items in "PS 1" of the "Price Schedule 1-6" table. Which one should be taken as the standard, the technical document or the price schedule? Secondly, the technical requirements for VMS in the technical documents refer to full dot pitch, while the technical documents refer to customized graphics.  Which of the two documents should be taken as the standard? | RFB – Section VII and Price schedules | 46 | **A:**  Please follow and respond to the requirements stated in the issued RFB and Price schedules. Take into consideration that those stated requirements are minimum requirements and the required functionality should be fulfilled with proposed product. | Clarification |
| 47 | **Q:**  Can you please clarify should we fill below Italic part (also highlighted in yellow) in form CODE OF CONDUCT FOR CONTRACTOR’S PERSONNEL  We are the Contractor, [*enter name of Contractor*]. We have signed a contract with [*enter name of Employer*] for [*enter description of the Facilities*]. The Plant for the Facilities will be installed at [*enter the Site*]. Our contract requires us to implement measures to address environmental and social risks, related to the Installation Services i.e. services ancillary to the supply of the Plant for the Facilities, such as inland transportation, site preparation works/ associated civil works, installation, testing, precommissioning, commissioning, operations and maintenance etc. as the case may require.  Or no need to fill, just to sign at page 92 (in highlighted position)  FOR CONTRACTOR’s PERSONNEL:  I have received a copy of this Code of Conduct written in a language that I comprehend. I understand that if I have any questions about this Code of Conduct, I can contact [*enter name of Contractor’s contact* ***person(s)*** *with relevant experience*] requesting an explanation.  Name of Contractor’s Personnel: **[*insert names***]  Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Date: (day month year): \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Countersignature of authorized representative of the Contractor:  Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Date: (day month year): \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | RFB – Section IV – Bidding forms - Code of conduct for contractor’s personnel form | 47 | **A:**  Please fill all italic parts (according to descriptions provided in brackets) in the form CCC.    Also fill italic part on page 92 with name of Contractor’s **Personnels (all proposed)**, dates and provide signature from Contractor’s Personnels and Authorized Representative of the Contractor. | Clarification |

**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*

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

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