

Questions concerning submitment of tenders

No.	Question	Answer
1	What are the specifications of the used buses which are included in the procurement?	<p>The used buses are:</p> <p>4 pcs. 12 meter low-floor buses, Solaris, from 2008, Euro 5, door combination 2-2-2</p> <p>or</p> <p>4 pcs. 12 meter low-floor buses, Solaris, from 2009, EEV, door combination 2-2-2</p>
2	Can we write the offer in a language other than English or Danish	According to the Contract notice part IV.3.5 the offer must be written in Danish or English.
3	Is the minimum capacity requirement indispensable, given the fact that the bus must be 12 meter, have low floor, door combination 2+2+2 and a platform with the dimensions 200 x 90 cm?	<p>According to the procurement document section 5.10.2: Minor deviations are acceptable subject to prior agreement during negotiation. Deviations should be clearly stated in the tender. It will be possible to negotiate a deviation of 5-10 % with regard to the total minimum capacity.</p> <p>As to the requirements for the size of the platform a minor is acceptable..</p> <p>The requirements regarding the following are mandatory:</p> <ul style="list-style-type: none"> - Minimum bus size: 12 meter - Maximum number of axels: 2 low floor - door combination 2+2+2
4	Will battery life over 5 years affect the evaluation of the offer?	Not directly, but the longer battery life the better.
5	Do requirements for delivery of spare parts from day to day for 10 years apply to all spare parts for the bus, or are there any typical wear and spare parts?	This applies to all spare parts.

6	Must the colour of the rails and handholds be RAL 1028 or another colour?	The rails and handholds should be yellow or a light grey colour. The colour of the bus must be colour code RAL 1005.
7	When can you be expected to make a decision about the choice of offer?	In the middle of March after the negotiation
8	Can route map regarding Route 12 from Midttrafik's website be used in connection with this tender?	The procurement concerns route 13 and not route 12. The specifications for route 13 can be found on our website with procurement documents (Appendix 7). These specifications are also available in an Excel file. Furthermore, a new file has been uploaded to the website where you can see a route map regarding route 13.
9	What should the price for charging infrastructure contain? ○ Only the equipment or a "Turn key" solution?	The price for the charging infrastructure should contain a "turn key" solution and not only the equipment. The installation of power to the depot and terminus and the obtainment of building permits should not be included in the "turn key" solution
10	How far is the depot located from the terminuses ?	The depot will be located at Jegstrupvej 5, 8361 Hasselager. This is approximately 6 km from the terminus at Holme Parkvej and approximately 10 km from the terminus at Frydenlund.
11	When must the four electric buses be operational?	According to appendix 4: Tender list for procurement of electric buses with infrastructure for Busselskabet Aarhus Sporveje for delivery in early 2019, paragraph 7. Other information to be included in the tender:

		The time of delivery must be stated. Delivery as soon as possible will be an advantage, but a good solution is more important than a speedy one.
12	If it becomes a solution with 1 pantograph, what is your favorite location?	The best location is Frydenlund.
13	In the list of offers, section 5, it appears that penalties may be charged at a standstill of more than 7 calendar days by each per crash , which can be attributed to defects in the bus. Is it correct that standstill due to charging equipment does not result in penalty?	No. As the bus company contracts with only one supplier, the supplier will also be responsible for a standstill of more than 7 calendar days by each crash that concerns charging equipment and the subsequent penalty.
14	Appendix 6 is a list of wiring diagrams. It is unclear to us whether the hardware mentioned in the appendix is all provided by the bus company or whether some of the parts should be part of the bus delivery. The appendix mentions a supplier of the individual equipment, but it is not clear whether the equipment must be factory fitted and be part of the price of the bus, or whether it just has to be wired to the equipment mentioned. Does the bus company supply the cables, or must they be purchased by the bus manufacturer?	<p>All cables for pre-cabling are included in the bus price.</p> <p>The following are not included in the bus price:</p> <ul style="list-style-type: none"> - Antenna to travel card and ticket machine - Travel card equipment - Ticket machine - Real-time equipment <p>Travel card equipment must be installed on delivery. Ticket machines and real-time equipment should not be installed by the bus supplier.</p>
15	Must the bus be provided with an IT cabinet, or is it acceptable if space is created for various equipment in the roof section?	There must be a closed room close to the driver, which can be accessed inside the bus.
16	<p>Will one or more of the following bids be accepted as conditional with the following reservations:</p> <ul style="list-style-type: none"> • 28 seats where 23 of them are forward-facing (Reservation: Difference in number of seats as well as forward-facing. Total number of passengers is over 65 = ok) 	Yes, we will accept the offers as conditional with the described reservations. We want the greatest possible passenger capacity with good passenger comfort and as many forward-facing seats as possible. We expect supplier / bidder to deliver offers with the most optimal solution.

	<ul style="list-style-type: none"> • 30 seats where 24 of them are forward-facing (Reservation: Difference in number of seats as well as forward-facing. Total number of passengers is over 65 = ok) • 32 seats where 24 of them are forward-facing (Reservation: Difference in number of seats as well as forward and some deviations in seat spacing. Total number of passengers is over 65 = ok) 	
17	<p>In relation to point 6 Other factors (7.5%) of the criteria for evaluation of the tender offer relating to the design of the bus and charging infrastructure, could you please, advise on the factors, which would be taken into account?</p>	<p>The design criteria will be evaluated based on an assessment of quality and uniformity in the bus product and charging infrastructure.</p> <p>The following elements are included in the internal design assessment of the buses:</p> <ul style="list-style-type: none"> - Floors - Step edges - Seats - Driver wall and partition - Holders - Hand straps <p>The following elements are included in the assessment of the charging infrastructure:</p> <p>The design of the charging pylon must be minimalistic, state-of-the-art, timeless and visionary. The design of the technology cabinet should be non-dominant in the urban area. Furthermore, charging pylon, technology cabinet and other installations established as part of the charging station must be of high design quality with no unnecessary lighting and sound effects, be free of advertising, be durable and must not reflect light.</p> <p>Charging pylon, technology cabinet and other installations established as part of the charging station must not be designed in such a way that pedestrians</p>

		or cyclists are at risk of being hidden to other road users in such a way that it reduces the road safety.
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