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| No. | Question | Answer |
|  | About bus capacity requirements. Annex 4 to the Technical Specification.  2.1. The vehicle shall be equipped with a minimum of […] passenger seats and the total number of seating and standing places provided shall be at least […], excluding 1 place for disabled persons/persons with special needs with a wheelchair (with fastening straps, rails or other wheelchair attachments) in the low-floor area between the axles of the bus.  Taking into account the requirements set out in the technical specifications of the tender regarding the mileage to be covered in each lot of the tender, which in the case of electric buses directly correlates with battery capacity and their weight, and the requirement to comply with the total weight limits for buses set out in Lithuanian legislation, we would like to point out the contradiction that arises from the requirement to ensure high passenger capacity in buses at the same time. Bus manufacturers are limited in the maximum number of batteries they can install on a bus by maintaining the current passenger capacity requirements.  This reduces the daily mileage of each bus, resulting in the need to significantly increase the number of buses. Our calculations show that such increased passenger capacity requirements, which do not allow increasing the number of batteries, will require at least 30% more buses to cover all lines.  An analysis of the specified passenger capacity requirements led us to conclude that the solution lies in the formulation of wheelchair space requirements, including them in the total number of passengers. The European procurement experience of the manufacturer we represent shows that the minimum passenger capacity of a bus is defined as the total number of passengers, including passengers in wheelchairs This is supplemented by a definition of how the space is distributed between seated passengers, standing passengers, and wheelchair spaces. The practice of urban transport operators also shows that in more than 90% of cases, wheelchair spaces are not used as defined and are occupied by at least five standing passengers.  Based on the above, we ask to review the definition of minimum passenger capacity be revised in all tender lots, stipulating that wheelchair spaces are included in the total number of passengers.  Such changes significantly affect the calculation of the bus weight and capacity and make it possible to increase the performance of electric buses and, consequently, not to increase the number of buses required, thus avoiding an unjustified increase in the price of the service.  Additional question: Please specify what confirming documents must be attached to the bid to confirm the passenger capacity of the bus. | The requirement set out in the Technical Specification remains in force and is not changed. Participants must comply with the provisions of the existing procurement documents. |
|  | About submitting a document confirming energy consumption (SORT certificate)  Given that the technology behind electric buses is constantly evolving, and that our current city bus models are equipped with the latest generation of NMC4 batteries, which have a higher capacity and for which an SORT energy consumption test is  planned for autumn, would the tendering authority object to the addition of a SORT test document from the previous generation of NMC3 batteries to the bid, with the latest version to be submitted as soon as it becomes available? | In accordance with the judgement of Panevėžys Regional Court No. CB-9146-2-55-3-00517-2025-7 in civil case No. e2-223-940/2025, the contracting authority supplements Annex 3 to the Procurement Conditions, "Procurement Agreement" (Procurement Agreement), with clause 3.2.9, rephrasing it as follows: “3*.2.9. Submit a manufacturer's declaration (or a copy of the test report issued by an accredited laboratory) confirming the mileage of the proposed vehicle (under the environmental temperature conditions selected by the manufacturer) in accordance with E-SORT 1 (as specified in the UITP 2017 brochure "Project E-SORT: Cycles for electric vehicles") and deletes the tables "1 (first) part of the procurement object"; "2 (second) part of the procurement object"; "3 (third) part of the procurement object"; "4 (fourth) part of the procurement object" last columns (from left to right), in which it is requested to indicate:*  "Mileage of a single vehicle with a new, unused single-charge battery (80% DoD) in cold weather (at a temperature of (-4°C)) (indicated by the manufacturer's declared mileage according to SORT 1, 2, and 3 cycles)."  The addition of clause 3.2.9 to the Procurement Agreement shall replace the existing clause 3.2.9 of the Procurement Agreement, which provides as follows: "3.2.9. perform other actions and preparatory work necessary for the proper provision of public passenger transport services in accordance with the requirements set out in this Agreement and its annexes." shall be considered a new clause 3.2.10 of the Procurement Agreement.  In addition, the Contracting authority will delete row 1.3 ("1.3. Mileage of a single vehicle with a new, unused single-charge battery (80% DoD) in cold weather (at a temperature of -4°C). The manufacturer's declared mileage according to SORT 1, 2, and 3 cycles is indicated.") of Table 1 in Annex 4, "Form for the conformity of the tender with the technical specifications," of Annex 1, "Technical specifications," of the Procurement Conditions for all parts of the procurement. |
|  | About the conditions for using an auxiliary energy source for the ventilation and heating system of the bus passenger compartment.  Annex 4 to the Technical Specification.  12.3. An auxiliary power source shall be permitted for use in cold weather with an outside air temperature of -5 °C and below, and in hot weather with an outside air temperature of +30 °C and above, according to an outside air temperature sensor installed in the vehicle. The use of an auxiliary energy source in other cases shall be subject to the approval of the Authorised Body.  By calculating the bus's energy consumption using the bus manufacturer's simulation tool for the climatic conditions in Vilnius, we concluded that the tender condition restricting the use of auxiliary power sources has a significant impact on electricity consumption. Publicly available information on the average air temperature in Vilnius (see below) allows us to conclude that the conditions of use are met 5% of the time during the calendar year, i.e. additional energy sources may be used when the outside air temperature is below -5 degrees and above +30 degrees. Our energy consumption simulation data shows that imposing such a condition increases energy consumption by 18% compared to the possibility of starting to use an auxiliary power source at +5 degrees. This is a significant factor affecting bus performance and the number of buses required to fulfil Vilnius City's order.  We would also like to draw your attention to the fact that, on 23 July 2025, UAB “Vilniaus viešasis transportas” procurement No. 49C (37) for the purchase of new low-floor electric city buses for passenger transport in the city of Vilnius was announced. The technical specifications for this procurement set out the conditions for the use of an auxiliary power source are formulated as follows:  “The auxiliary/autonomous power source will be used during cold weather when the outdoor temperature is +5°C or below.”  Based on the above, we ask to review the requirement for the use of an auxiliary power source, stipulating that it can be used in cold weather with an outside air temperature of +5 °C and below, and in hot weather when the temperature is +25 degrees and above.  It should be noted that the auxiliary power source uses environmentally friendly biofuel (HVO). | The requirement set out in the Technical Specification remains in force and is not changed. Participants must comply with the provisions of the existing procurement documents. |
|  | Regarding the application of NZIA (Regulation (EU) 2024/1735) in a public procurement procedure.  We would like to draw your attention to the fact that Regulation (EU) 2024/1735 – the Net-Zero Industry Act (NZIA) – has been in force in the European Union since 29 June 2024, which clearly stipulates that:  • Article 25(1) stipulates that contracting authorities must take environmental sustainability and resilience into account when conducting public procurement, particularly when purchasing clean technologies or services that require clean means of transport, such as electric buses, battery systems, hydrogen cells, etc.  • According to NZIA logic, strengthening EU production capacity is encouraged for both security of supply and environmental protection purposes. Even though no specific implementing act on minimum sustainability requirements (under Article 25(5)) has been adopted yet, the provision itself is already in force, and the Commission has clearly stated its objective to give priority to sustainable, safe, European solutions.  In view of this, we kindly request that you:  1. Include clearly defined evaluation criteria in the public procurement process relating to the vehicles that will serve the routes:  o carbon footprint throughout the entire life cycle;  o origin of components (EU/third countries);  o reliability and sustainability of the supply chain.  2. Award additional points to tenders that offer the following for the routes to be served:  o a product manufactured in the European Union with a traceable supply chain.  Such an assessment model would not only be in line with the spirit of the current Regulation (EU) 2024/1735, but would also help to promote the green transition at national level, increase the competitiveness of EU manufacturing, and contribute to long-term strategic goals, which are particularly relevant in the field of transport electrification.  Kindly inform us whether you plan to update the Procurement Conditions in light of the aforementioned regulation. | We would like to clarify that the provisions of Regulation (EU) 2024/1735 – Net-Zero Industry Act (NZIA), and more specifically the requirements of Article 25(1), do not apply to this procurement because no specific implementing act on minimum sustainability requirements (under Article 25(5)) had been adopted prior to the announcement of this procurement and the exception provided for in Article 49(3) of the Regulation applies. |
|  | Clause 51 of the Procurement Conditions states that "if education or professional qualifications are required, as specified in Article 51(7) clause 7 of the Law on Public Procurement, or professional experience, the supplier may rely on the capacities of other economic operators only if those operators themselves will provide the services or perform the works for which their capacities are required.  This provision shall apply without prejudice to the requirement set out in clause 12 ("The contracting authority shall not require that the essential tasks be performed by the tenderer itself or, in the case of a group of suppliers, by a partner in that group.").  The supplier requests a clarification:  (i) Can the supplier rely on the capacities of other economic operators to meet the requirements of the Procurement Conditions for supplier qualification, "Technical and professional capacity requirements"?  (ii) Do we understand correctly that clause 51 of the Procurement Conditions, which refers to education and professional qualifications (i.e., educational certificates, etc.), does not apply to the qualification requirements for technical and professional capacity?  (iii) If, in the opinion of the Contracting Authority, in order for the Supplier to meet the Supplier qualification requirements (Technical and Professional Capacity) of the Procurement Conditions, and those economic operators must provide services that require their capacity, would the requirements be met if the essential tasks were performed by the supplier itself (transport activities), and the economic operator whose capacities will be relied upon will perform auxiliary and organizational activities? | We explain that, in accordance with Article 51(7) clause 7 of the Law on Public Procurement, the Supplier has the right to engage economic operators – specialists – in order to meet the technical and professional capabilities required of a specialist. We note that the specialist engaged will have to perform the functions specified in clause 43.4 of the Procurement Conditions. |
|  | Annex 12 to the Procurement Conditions, Certificate of Proposed Vehicles, requires the following to be declared:  "Mileage of a single vehicle with a new, unused single-charge battery (80% DoD) in cold weather (at a temperature of (-4°C)) (indicated by the manufacturer's declared mileage according to SORT 1, 2, and 3 cycles)." Based on the UITP SORT methodology, E-SORT measurements are performed under the following climatic conditions: “The wind speed must be less than 3 m/s. Short-term wind gusts of up to 8 m/s are acceptable. The wind direction is not important, as the test must be performed in both directions. The results for both directions shall be reported as an average. The external temperature may vary between 0 and 30 °C. The actual test temperature shall be recorded in the test report. The humidity level must be less than 95%. The permissible pressure must comply with the requirements described in DIN 70030-1." Given that, according to the UITP SORT methodology, E-SORT measurements are not performed at temperatures below 0°C, manufacturers do not specify the temperature of -4°C specified in the Procurement Conditions. Therefore, we request that you revise the tables in Annex 12 of the Purchase Conditions, "Note on Proposed Vehicles," for all parts of the procurement object, deleting "During cold weather (at a temperature of (-4°C))" and rephrasing the text as follows:  "Mileage of vehicles with a new, unused single-charge battery (80% DoD) (indicated by the manufacturer's declared mileage according to SORT 1, 2, and 3 cycles)." | See the answer to question 2. |
|  | Clause 43.5 of the Procurement Conditions stipulates the qualification requirement for suppliers that "The supplier (partners in a group of suppliers together) must have the technical means necessary to perform the agreement: must have or be able to use (on the basis of ownership, lease, etc.) M₃CE and M₃CG class vehicles necessary for the provision of services." In order to meet this requirement, the supplier must submit "A conformity form completed by the supplier regarding the vehicles owned or used by the supplier to provide the services offered. The conformity form shall contain information on the vehicles, together with:  <...> A statement from a commercial bank or other financial institution regarding the planned financing, indicating the planned number of vehicles to be financed by vehicle type or the amount of funds (if the amount of funds is indicated, additional documents must be submitted).  <...> Other equivalent evidence that the supplier has the funds necessary for the purchase of vehicles or other documents confirming the future management of vehicles. Please explain whether the contracting authority would consider it acceptable evidence for this supplier qualification requirement if the supplier submitted a preliminary contract with the manufacturer or a memorandum of understanding with the manufacturer regarding the leasing or financing of vehicles. | We would like to clarify that a bus rental or leasing agreement will be considered a valid document confirming compliance with the qualification requirement, in accordance with clause 43.5 of the Procurement Conditions, clause 1.2 of the list of supporting documents: *"If the supplier (or partners in a group of suppliers) does not own the means of transport, evidence shall be provided that these means of transport will be available during the performance of the agreement. Such evidence may include:*  *• Agreements on the management of vehicles, or preliminary agreements on the purchase of vehicles (or a memorandum of intent) with the manufacturer or its authorized representative (if the agreement is concluded with an authorized representative, documents proving representation shall be submitted).* Note that documents proving compliance with the procurement requirements must meet the requirements set out in the procurement documents. |
|  | EN\_Procurement Conditions for passenger transport services - Annex 12 to the Procurement Conditions (Parts I, II, III, IV of the procurement)  [...] Mileage of a single vehicle with a new, unused single-charge battery (80% DoD) in cold weather (at a temperature of (-4°C)) (indicated by the manufacturer's declared mileage according to SORT 1, 2, and 3 cycles)[...]  1. In accordance with the PC requirement, the Service Provider must confirm in its tender that the vehicle batteries will have a level of discharge (DoD) of 80%. Could you explain why the Customer requires this information? The Service Provider shall be responsible for proper route planning and optimal operation of vehicles on those routes in order to meet the Customer's requirements. We believe that the requirement raised is solely a matter of the service provider's responsibility and agreement with the vehicle manufacturer as to whether the DoD will be 80% or 60%, as this requirement has no impact on the quality of service provision. The unjustified and imposed DoD restriction of up to 80% limits the Service Provider's ability to plan routes. Please remove this provision or allow other options, e.g. 60%.  2. The Contracting Authority requires that the mileage be specified in accordance with SORT tests 1, 2, and 3, and specifies that the mileage must be declared at an ambient temperature of (-4 °C). The requirements are contradictory because, according to the UITP, the organization responsible for developing the conditions and recommendations for SORT testing certification, such tests are performed at temperatures between 0 °C and 30 °C, and the decision on the test temperature is made by the bus manufacturer. Your requirement to provide SORT (-4 °C) is contrary to UITP requirements and cannot be met. We request that this provision be removed or that vehicle manufacturers be allowed to declare the range of their vehicles under the ambient temperature conditions of their choice.  3. Confirm whether copies of SORT 1, 2, and 3 certificates must be submitted with the tender. This is not always possible for certain types of vehicles. For example, in the case of 24-meter vehicles, which are a very niche product, manufacturers may not have such tests because they are not required in some markets. We request your approval to replace SORT certificates with a manufacturer's declaration confirming the distance traveled and energy consumption in accordance with UITP requirements, analogous to SORT 1, 2, and 3. | See the answer to question 2. |
|  | 01\_Annex\_Technical Specification (three-axis) – Table 5  2.1. The vehicle must have at least 38 seats for passengers and a total of at least 125 seats and standing places.  The Customer requires that the three-axle bus be able to carry at least 125 passengers, while also requiring that these vehicles travel at least 300 km per day, which means that the vehicles must be equipped with high-capacity batteries that significantly increase the weight of the buses, and the total weight is limited by law. The diesel buses we delivered to Vilnius could carry 135 passengers, i.e. only 10 passengers less than required for electric buses, which, according to the Contracting authority's requirements, must be equipped with high-capacity, long-life batteries. Traction batteries have a high dead weight. The more batteries there are, the heavier the vehicle and the lower the maximum number of passengers. Therefore, we request that this requirement be amended and the minimum number of passengers be reduced to 115 for buses (three-axle). | The requirement set out in the Technical Specification remains in force and is not changed. Participants must comply with the provisions of the existing procurement documents. |
|  | EN\_Passenger Transport Service Procurement Conditions -  110.1.5. The third criterion – Vehicle passenger comfort index (persons/m2) (T2) – is scored as follows:  The number of standing places in the vehicle shall not exceed 4 persons/m2.  According to the Customer's criteria, in order to receive additional points, vehicles must meet the condition that there are no more than 4 people per square meter. At the same time, vehicles are required to be equipped with high-capacity batteries so that buses can travel a large number of kilometers per day and carry a large number of passengers at a time. We understand your desire to ensure maximum passenger comfort, but these requirements are incompatible with each other. Therefore, we request that this provision be repealed or amended to at least 6 persons per square meter.  According to UNECE Regulation No. 107, Class I vehicles may carry no more than 8 passengers per square meter.  Your requirement is twice as strict as required by EU regulations. Therefore, we believe that the requirement is illogical. | The requirement set out in the Procurement Conditions remains in force and is not subject to change. Participants must comply with the provisions of the existing procurement documents. |
|  | 01\_Annex\_Technical Specification (three-axis) – Table 3  3.2. The sound level emitted by M3 category vehicles must not exceed the following limits (in accordance with Regulation (EU) No. 540/2014 of the European Parliament and of the Council):  − with an engine power of less than 150 kW – 73 dB(A);  − with an engine power of not less than 150 kW and not more than 250 kW – 76 dB(A)  – with an engine power of not less than 250 kW – 77 dB(A).  According to the requirements of R540/2014, bus manufacturers must ensure that engines with a power output exceeding 250 kW comply with the 77 dB requirement by 1 July 2026, but the 78 dB requirement applies until that date. Therefore, we request that 78 dB be permitted or that it be possible to submit a declaration of conformity with this requirement after it enters into force on 1 July 2026. This will give manufacturers time to adapt their vehicles to the new requirements, which will be met at the time of delivery (first registration). | When submitting a tender, the supplier may provide a manufacturer's declaration regarding clause 3.2 of the Technical Specification, stating that the vehicle will comply with the requirement for noise emission levels, and prepare and submit to the contracting authority during the performance of the Agreement, during the preparation stage for the provision of services, no later than before the vehicles are presented for inspection in accordance with point 3.5 of the Agreement, indicating the noise level emitted by the vehicle.  For this purpose, line 3.2 of Table 1 of Annex 4 "Form of the Proposal for Compliance with the Technical Specification" of Annex 1 of the Procurement Conditions is amended accordingly (an explanation is attached). |
|  | We would like to request clarification regarding the requirements of Annex 12 to the Procurement Conditions ("Certificate of Proposed Vehicles"). The Lithuanian version of the document states that the declared mileage of a single vehicle at a temperature of -4°C must be submitted in accordance with SORT cycles 1, 2, and 3. The English version of the document requires mileage data at temperatures between -10°C and -20°C according to SORT cycles 2 and 3. As a foreign supplier, it is important for us to clearly understand: • Which version of the document should be considered mandatory for preparing a bid – the Lithuanian or English version? • Shouldn't the technical requirements be the same in both versions to ensure equal evaluation of all suppliers? We would appreciate your clarification so that we can prepare a tender that fully complies with the requirements. | See the answer to question 2. |
|  | Specify to whom the requirements of clauses 20.4 and 20.6 of the General Provisions of the Procurement Conditions will apply, i.e. which supplier or persons related to the supplier will be requested to submit the specified documents? Thank you in advance. | Please refer to Article 37(9) of the Law on Public Procurement. |
|  | I would like to draw your attention to additional questions and clarifications related to previous questions regarding the procurement of "Provision of regular bus services for passenger transport in Vilnius and neighboring municipalities." After thoroughly examining the documents, I noticed significant inconsistencies that could directly affect the price comparison process and the objectivity of the assessment. The main problem concerns the price calculation formula specified in clause 110.1.2 and its application to the data specified in the tender submission form. According to clause 110.1.2 (in English): “The price (C) is calculated by multiplying the ratio of the lowest price offered (Cmin) to the price of the evaluated tender (Cp) by the price weighting (X):” However, the Tender Submission Form (Annex 2.1) contains two separate entries for Lot 1 with different total distances (9,620,000 km and 116,480,000 km) for the same type of bus (low-capacity buses (LCB)). This raises serious uncertainties as to how the total price (Cp) of each bid will be calculated for comparison with the lowest price (Cmin).  Please answer the following questions:   * What exactly is the formula for comparing prices, taking into account two different travel distances? * Why are there two different distances (9,620,000 km and 116,480,000 km) in the tender form? Are they related to different types of buses (e.g., one distance – SCB/LCB, the other – midi buses), but due to errors in the form, both are marked as "LCB"? * According to the technical specifications (clause 5), the total annual mileage is 9,700,000 km. Is 116,480,000 km estimated for a period of 12 years (9,700,000 km/year × 12 years = 116,400,000 km, which is close to 116,480,000 km)? If so, what exactly is the duration of the agreement, including all possible extensions? * How will the lowest offered price (Cmin) and the price of the evaluated offer (Cp) be calculated if different bidders may interpret the form differently (e.g., by focusing on different travel distances)?   These uncertainties pose significant risks to the price comparison process, as different suppliers may set their prices differently, making them effectively incomparable. This could significantly affect the fairness of the tender and the ability to determine the best offer. Please provide detailed explanations of the price comparison mechanism to ensure that all bidders have an equal understanding of the process and can prepare their bids according to the same rules. | There was a technical error in the English version of the Tender Form, so we are attaching a corrected English version of the Tender Form.   * Prices are compared based on the lowest price criterion, i.e., the total preliminary offer price in EUR excluding VAT is compared. * The number of kilometers specified in the proposal form is calculated for a 10-year service period (7 years of service + 3 years of extension) + 30% maximum possible mileage increase from the base mileage.   Note that, according to point 132 of the Procurement Conditions, if there are any contradictions or discrepancies between the Lithuanian and English versions of the Procurement Conditions, the information provided in the Lithuanian version of the Procurement Conditions shall be considered correct. |
|  | We identified a possible discrepancy in clause 43.2 of the English version of the procurement documents. Clause 43.2 specifies the requirement for the first part of the procurement object twice, but the requirement for the fourth part of the procurement object is not specified at all. Could you please clarify what is the correct minimum annual income qualification requirement applicable to the fourth part of the procurement object? Are the qualification requirements for all parts of the procurement object specified correctly? This clarification is important because \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ is guided by the English version of the Procurement Conditions and therefore cannot properly assess its compliance with the qualification requirements and prepare a bid accordingly. | Technical error, we are adding the revised qualification requirements. |
|  | The questions concern Task No. 1 – 8 small-capacity buses (SCB), and Task No. 4 – 10 small-capacity buses (SCB).  Regarding Section 1.1  Will the Contracting Authority allow the submission of a low-floor bus (as defined in UNECE Regulation No. 107) in which the lowered floor section, accessible without steps, is located in the rear part of the vehicle behind the rear axle, in the area of the double entrance doors? | Such a vehicle could be considered suitable if it fully complies with all the requirements set out in the procurement documents.  The vehicle will be considered suitable if it fully complies with the requirements set out in the procurement documents.  The Contracting Authority shall not evaluate the compliance of individual technical solutions or models beyond the requirements set out in the Procurement Conditions. |
|  | Regarding Section 1.1  Will the Contracting Authority accept a bus with an overall length not exceeding 8.15 m? | In response to the question posed, the Contracting Authority will accept small capacity buses (SCB) with a length of up to 8.0 meters, in accordance with the requirement 1.1 of the Technical Specification. We would like to clarify that in the Technical Specifications tables for these vehicles and other vehicle types, clause 1 "1. Vehicle and its type" in the Technical Specifications tables for these vehicles and other types of vehicles, the vehicle length limit "up to <... m>" includes the specified number, for example, "up to 8.0 m" includes 8.0 meters. |
|  | Regarding Section 1.3  Will the Contracting Authority accept an approach whereby the declared range according to SORT 1/2/3 cycles is provided under standard conditions (0–30°C), and the information on range at –4°C is submitted in the form of a statement?  The SORT methodology provides for testing under standard conditions, which ensures comparability and verifiability of results across manufacturers. Requiring SORT cycles at –4°C goes beyond the established protocol and introduces additional, non-harmonised variables (HVAC settings, pre-conditioning, door-opening scenarios, passenger load, battery thermal management strategies), making the results depend on the adopted assumptions rather than on the method itself. | See the answer to question 2. |
|  | Regarding Section 2.1  With reference to our Question No. 1, will the Contracting Authority allow the submission of a low-floor bus (as defined in UNECE Regulation No. 107) in which the lowered floor section, accessible for wheelchair users without steps, is located in the rear part of the vehicle behind the rear axle, in the area of the double entrance doors? | Such a vehicle could be considered suitable if it fully complies with all the requirements set out in the procurement documents.  The vehicle will be considered suitable if it fully complies with the requirements set out in the procurement documents.  The Contracting Authority shall not evaluate the compliance of individual technical solutions or models beyond the requirements set out in the Procurement Conditions. |
|  | Regarding Section 6.10  Will the Contracting Authority allow the submission of a bus in which the driver’s cabin, made of opaque laminate, is of a closed type, providing maximum safety for the driver and protecting against light reflections from the passenger compartment during dusk and nighttime, with only the upper part of the driver’s cabin door glazed? | A solution is permitted where the opaque part of the driver's cab partition smoothly transitions into a transparent part. An example is shown in the illustration. |
|  | Regarding Section 12  Considering that in transitional and winter periods the capacity of batteries and thus the range of the electric bus may decrease, will the Contracting Authority allow the submission of a bus in which the heating system is powered by diesel fuel? | In response to your question, the heating/cooling system in the vehicle must comply with the requirements of clause 12.1 of the Technical Specification. |
|  | Annex no 4 to the Technical Specification – First Procurement; Table no 1 Annex no 4 to the Technical Specification – First Procurement; Table no 1  What kind of indicators, potential operator should specify and enter to the third column of Annex no 4? Could we request for concrete example? For example what potential operator should write in the third column in point no 1.1 to the first table? | In response to your question, a potential supplier must indicate whether the vehicle it offers meets the requirements of the contracting authority, for example, the length of the vehicle offered, as specified in Table 1, clause 1.1. |
|  | Point 1.3 to the Annex no 4 to the Technical Specification – First Procurement; Table no 1  How PTA will check the 80% DoD? Whether potential operator should provide together with offer, SORT’s documentation to the offered buses from vehicle manufacturer?  Whether potential operator can present SORT documentation of bus equipped with batteries of the previous generation, but to the offer can potential operator put the buses with betteries of the newest generation?  Can we treat your answer to this question as a binding answer for all types of buses for each part of the tender? | See the answer to question 2.  In addition, in response to the question of whether a potential operator can submit SORT documents for buses with previous-generation batteries, but whether a potential operator can add buses with the latest-generation batteries to the offer, it should be clarified that the operator cannot submit SORT information about one battery and use another one for the provision of services, i.e. the operator must submit SORT documents for the battery that **will actually be used** for the provision of services. |
|  | Point 5.1 to the Annex no 4 to the Technical Specification – First Procurement; Table no 1 Point 5.1 to the Annex no 4 to the Technical Specification – First Procurement; Table no 1  Where is exactly the height of the passenger compartment shall not be less than 1900 mm? | This requirement does not apply to **the second** boarding/alighting door (towards the rear of the bus), where steps may be provided if required by the design of the vehicle. |
|  | Point 6.2 to the Annex no 4 to the Technical Specification – First Procurement; Table no 2  What kind of coordination from the PTA side, can a potential operator expect? | The method of opening the door shall be agreed upon during the Preparation period for the provision of services. |
|  | Point 1.2.7.3 to the Annex no 2 to the Technical Specification  From where exactly (which point in the passenger compartment), the potential carrier should get the samples to the bacteriological and micro-organism tests? | The tests are performed in accordance with the methodology of the National Public Health Laboratory, and the tests are performed by the Microbiology Department of this laboratory. |
|  | Point 1.2.7.4 to the Annex no 2 to the Technical Specification  Could PTA give the information, where potential Carrier should looking for the composition of the disinfectant liquid used in the vehicles, to fulfill the recommendations/instructions of the Lithuanian authorities. Could PTA provide those recommendations/instructions? | The composition of the disinfectant liquid used in vehicles must comply with the recommendations approved by the Ministry of Health of the Republic of Lithuania. |
|  | Point 1.4 to the Annex no 2 to the Technical Specification  Can PTA provide the exact points in the passenger compartment where the temperature measurement is performed? | On 23 April 2025, clause 1.4.3 was amended in Annex 2 to the Technical Specifications of Annex 1 to the Procurement Conditions, entitled "Requirements for the provision and quality of passenger transportation services" for 1 (first), 2 (second), 3 (third), and 4 (fourth) part of the procurement. |
|  | Point 1.8.8 to the Annex no 2 to the Technical Specification  Could PTA show with a concrete example how the markings on the floor should look like for the visually impaired passengers? | An example of a warning and guidance surface for the blind is shown in the figure. |
|  | Point 6.1 to the Annex no 4 to the Technical Specification – Second Procurement; Table no 1  Please confirm that in the event when the bus has double front doors on width at least 1200mm, the bus should provide at least 600mm on the front doors width space for passenger boarding? | The Contracting Authority requires a driver's cab that ensures a constant microclimate in the driver's workplace when the front doors are open. A driver's cab with a separate entrance from the outside is permitted, leaving at least 600 mm for passengers to board. An example is shown in the illustration. |
|  | At the time of submitting offers, do the vehicles offered by the carrier need to have a homologation type approval completed, or can it be in the process of preparation? | We clarify that the documents that must be submitted together with the tender are specified in clause 81 of the Procurement Conditions. |
|  | Annex 12 to the Terms and Conditions of the Procurement  Please clarify what exactly the carrier has to enter in the last sixth column of Anex number 12, titled “Mileage per vehicle in kilometers with a new unused single charge battery (80% DoD) in cold weather (at -10°C - (-20°C)) based on SORT methodologies 2 and 3.”  In this column, should the carrier enter the daily range of offered bus, which will be the same as the Sort 2 and Sort 3 documentation provided by the vehicle manufacturer?  What if the manufacturer's Sort 2 and Sort 3 documentation does not take into account the conditions specified by the PTA, that is, it was not prepared under temperature conditions (at -10°C - (-20°C)) and does not take into account DoD 80%?  We assume that the manufacturer does not perform SORT tests under the exact conditions required by the Ordering Party.  Can we treat your answer to this question as a binding answer for all types of buses for each part of the tender? | See the answer to question 2. |
|  | Question regarding attachment : Conditions for the Purchase point 32 and 33.  Does the Ordering Party allow that at the time of submitting the offer the supplier may assume execution some activities independently but before starting the service, he will decide to entrust it to subcontractors?  In such a case, will the Ordering Party recognize the change and does the subcontractor need to be approved? | We explain that the Supplier must comply with Section 17 of Annex 3 (Agreement) to the Procurement Conditions.  Note that when submitting a tender, the Supplier must disclose the economic operators on whose qualifications it relies. If qualifications are not relied upon, the Supplier is not required to disclose such sub-suppliers/subcontractors if they are not known, but during the performance of the agreement, it shall be required to inform about their involvement and agree on the procedure established in the agreement. |
|  | Question regarding attachment : Procurement agreement point 5.1.15  Please confirm that, if necessary, the Ordering Party will agree to the assignment of contract rights to a financial institution.  Assignment of contractual rights is a common form of securing the claims of a financial institution in the case of leasing. | The scope of transferable rights and obligations to financial institution is defined in clause 17.13 of the Procurement agreement stating that: “*The Parties agree that, in order to secure the fulfilment of its obligations to the Financier, the Carrier shall have the right to pledge and/or assign to the Financier, without the separate consent of the Municipality and/or the Authorised Body, its future income under the Agreement, as well as to pledge to the Financier the account to which payments under the Agreement are made. The Carrier shall inform the Municipality and the Authorised Body in writing of such agreement with the Financier. If the Carrier so requests, an agreement shall be concluded between the Parties and the Financier describing the arrangements for direct settlement with the Financier, taking into account the requirements set out in the Agreement. The contractual settlement with the Financier will be determined in accordance with the settlement procedures set out in this Agreement.”.* |
|  | Question regarding attachment : Annex No2 to Agreement point 1.2.2 and 1.2.3. (each parts)  The Ordering Party specified that periodic cleaning procedure includes daily cleaning procedure and general cleaning procedure includes daily and periodic cleaning procedure.  When performing a periodic cleaning procedure shell be separately recorded in the logbook or equivalent document fact of daily cleaning and in case of general cleaning procedure shell be separately recorded in logbook or equivalent document fact of daily cleaning and periodic cleaning procedure? | Regardless of the type of cleaning: daily, periodic, or general cleaning, the fact must be recorded in a log or equivalent document (electronic or paper). |
|  | Question regarding attachment : Annex No2 to Agreement point 1.17. (each parts)  The Ordering Party described that the advertisement inside and outside the vehicles should be complies with the principles and general requirements for advertising laid down in the Law on Advertising of the Republic of Lithuania and does not conflict with the objectives of sustainable mobility.  In point 1.17.12 and 1.17.13 is described the possibility of advertising exposure on the display and the permissible duration of this exposure.  Please to define the other requirements regarding the method and place of advertising display on buses especially:  - Does the ordering party allow visual advertising on the sides of the bus?  - Can the advertisement take up the entire side of the bus including the windows or just the lower part?  - What part of the rolling stock can be covered with side advertisements?  - Does the ordering party allow advertising on the back of buses , type full-back or half-back.?  - Does the ordering party allow advertising inside buses on handles and posters?  - If the ordering party allows posters, please specify in what places and in what size they can be displayed. | In response to your question, based on Annex 1 to the Procurement Conditions, Annex 2 to the Technical Specification, "Requirements for the provision and quality of passenger transportation services" 1.17.1, *"Requirements for Advertising. The Carrier must ensure that advertising displayed* ***inside*** *vehicles complies with the advertising principles and general requirements for advertising set out in the Law on Advertising of the Republic of Lithuania and does not conflict with the objectives of sustainable mobility. <...>"* The carrier may only display advertising **inside** the vehicle.The Carrier may place advertisements on internal passenger information displays in accordance with the requirements set out in clause 1.14. |
|  | Question regarding attachment : Annex No2 to Agreement point 1.20.2 (each parts)  Does the Ordering Party allow short-sleeved POLO shirts in drivers' uniforms? Does it require a classic short-sleeved shirt? | In response to your question, the Contracting Authority, based on clause 1.20.2 of Annex 2 to the Technical Specification of Annex 1 to the Procurement Conditions, "Requirements for the provision and quality of passenger transportation services" will only accept:  **Short-sleeved** and **long-sleeved** shirts. |
|  | Question 1:  *In connection with our participation in the tender for providing passenger transport services, we kindly request the provision of timetable data in a more accessible format. Currently, this data is available only in PDF format, which significantly complicates its analysis and integration with our systems.*  *We kindly ask for the timetable data to be provided in one of the following formats:*   1. *GTFS (General Transit Feed Specification) - This format is a standard in the transport industry and allows for easy integration with transport management systems and mobile applications.* 2. *Excel file - Data collected in a uniform manner, with a consistent structure, where individual values for departures and arrivals at termini are placed in separate cells. The proposed structure of the Excel file:*    1. *Separate sheets for each day of the week and each type of timetable (e.g., weekdays, weekends, holidays).*    2. *Column A: Line number*    3. *Column B: Name of the starting stop (departure times in rows below)*    4. *Column C: Name of the ending stop (arrival times in rows below)*    5. *Column D: Duty (departure times separated by individual duties)*    6. *Column E: Type of bus*    7. *Column F: Length of the trip*   *We have noticed that the published timetables only cover Monday-Friday and Saturday-Sunday. Weekdays are not differentiated between the school term and holiday periods. Should we understand that there is one timetable for the entire year, or is there a special timetable, such as a holiday timetable, that has not been published? If so, we kindly request its publication.*  *Providing the data in one of the above formats will allow us to prepare our offer more efficiently and ensure high-quality transport services.* | The Contracting Authority will provide preliminary public transport route timetables in GTFS format. |
|  | 02\_ANNEX\_Requirements\_for\_the\_provision\_and\_quality\_of\_passenger\_transportation\_services.docx  Annex No. 2 to the Agreement  Requirements for the provision and quality of passenger transport services  1.11.7. Requirements for the transmission of passenger flow data (raw)  1.11.7.1 Data on the flow of public transport passengers must be sent to service stations located at the Authorized Entity's premises, equipped with the APC IS system, which allows viewing and analyzing the obtained statistics.  a) Does the APC IS system at the Authorized Entity's premises have an interface enabling the transmission of passenger counting data by the Contractor's vehicles?  b) Please provide the specification of this interface, to enable the estimation of integration costs?  c) If the APC IS system does not have an interface for receiving counting data, in what format should the Contractor provide data for the APC IS system?  d) Will the Ordering Party provide a description and the right to use the interface / data format for sending to the APC IS system, at no cost to the Contractor? | The Contracting Authority also uses Annex 2 to the Technical Specification, " Requirements for the provision and quality of passenger transportation services" 1.11.6.1.1 of the Technical Specification, which requires the transfer of raw data to an application server running Dilax Citisense software, which allows the viewing and analysis of the statistical data received. Files must be submitted in dlx, csv, or xml format. The carrier is fully responsible for the submission of data and its compatibility with the Dilax Citisense software. The file structure must be agreed with the authorized body during the performance of the Agreement. The aforementioned requirement does not restrict the Carrier's right to use any other hardware and/or software, provided that it complies with the requirements of the Technical Specification and its annexes. |
|  | 02\_ANNEX\_Requirements\_for\_the\_provision\_and\_quality\_of\_passenger\_transportation\_services.docx  Annex No. 2 to the Agreement  Requirements for the provision and quality of passenger transport services  1.14.11. The following information should be displayed on the cabin displays located in the passenger compartment of the vehicle:  1.14.11.8. Static (previously recorded or from a GTFS file) information about possible changes at the next stop;  1.14.11.9. Real-time information (obtained from the GTFS-RT file) about departures of other routes from the next stop;  a) The Ordering Party assumes that the Authorizing Body will provide the Contractor with data in the GTFS-RT data on the actual departure times of other vehicles from the stop to which the vehicle is heading. However, the technical specification does not define the requirement that the Contractor's vehicles, as part of the data provided to the Authorizing Body, send online information from the vehicle, about the current location and status of the vehicle's current transport task / route, along with its deviation from the timetable? Isn't this an oversight and shouldn't such information be sent to the Authorizing Body?  b) If such information should be sent, please provide information using which interface this integration should be carried out?  c) Please provide the specification of this interface for integration with the Authorizing Body?  d) Will the Ordering Party provide the Contractor with documentation and the right to use this interface at no cost to the Contractor? | Real-time GTFS-RT format data, including location coordinates, is sent from the vehicle via the electronic ticketing system provided by the Contracting Authority. The Carrier is not required to provide additional GTFS-RT data or integrate it.  During the term of the Agreement, the Contracting Authority shall provide GTFS and GTFS-RT file links (including GTFS-RT subfiles *trip\_updates, vehicle\_locations, and service\_alerts*) free of charge, which the Carrier's software shall use to generate the necessary information for the passenger information system.  In order to familiarize potential suppliers with the GTFS file structure used in Vilnius, the Contracting Authority provides the following links:  To a static GTFS file:  <https://www.stops.lt/vilnius/vilnius/gtfs.zip>  To a GTFS-RT file *(including trip\_updates and vehicle\_locations)*: <https://www.stops.lt/vilnius/gtfs_realtime.pb>  <https://www.stops.lt/vilnius/gtfs_realtime.json>  To the GTFS-RT file section *service\_alerts*:  <https://www.stops.lt/vilnius/service_alerts.pb>  <https://www.stops.lt/vilnius/service_alerts.json>  We would like to clarify that the Contracting Authority will not provide any other files, except in the case specified in clause 1.14.1 b of the Technical Specification, when the passenger information system is programmed manually, if, due to technical obstacles, GTFS files or other data for automatic information processing and presentation are not available for a longer period of time, and the Contracting Authority has been notified thereof and has approved the use of this method no earlier than 5 working days in advance. In this case, the Contracting Authority shall provide data on routes, directions, stops, and transfers in text formats (e.g., pdf, docx, and alternatives).  The Contracting Authority reserves the right to supplement (without removing existing structural elements) the structure of the GTFS and GTFS-RT files currently in use in accordance with the GTFS protocol (standard) available online at: <https://gtfs.org/documentation/>, but this is not an obligation of the Contracting Authority. |
|  | 02\_ANNEX\_Requirements\_for\_the\_provision\_and\_quality\_of\_passenger\_transportation\_services.docx  Annex No. 2 to the Agreement  Requirements for the provision and quality of passenger transport services  1.14.18 The Authorized Entity may also provide additional functionalities in the passenger information system during the performance of the Agreement, taking into account the technical capabilities of the passenger information system. The Carrier is responsible for the installation of additional functionalities. The Carrier is responsible for the technical and program maintenance of the display system, the acquisition of all necessary licenses and the correct scanning of the GTFS file in accordance with the principles agreed with the Authorized Body. These principles must be coordinated with the Authorized Body before the commencement of the provision of passenger transport services.  What licenses must the Contractor acquire from the Authorized Body or another body, and what other possible costs must be incurred, for the Authorizing Body to allow the Contractor to access and use the GTFS and GTFS-RT files? | We would like to clarify that the Contracting Authority will provide GTFS and GTFS-RT file links free of charge and throughout the entire term of the agreement, except in the cases specified in clause 1.14.1 b of Annex 2 to the Technical Specification.  The Carrier is solely responsible for all software (including licenses) necessary for the proper reading of GTFS and GTFS-RT files, the generation and display of correct information on passenger information system display boards and screens, manual programming of the passenger information system, as provided for in clause 1.14.1 point b of Annex 2 to the Technical Specification. The Carrier is also solely responsible for providing the Contracting Authority with access to the Carrier's passenger information system software, which allows content to be uploaded, as set out in Annex 2, clause 1.14.15 of the Technical Specification, and for the procurement of such software (or its licenses). The Contracting Authority shall not be liable if, due to the Carrier's failure to purchase the software or its licenses, the passenger information system does not function as required by the Technical Specification. |
|  | In the requirements for the bus video surveillance system, the Contracting Authority has described:  1.12.7 The Authorised Entity will be able to connect to the front CCTV camera system that captures images of the front/exterior of the vehicle via the Digifort software used by the awarding authority. The operator will be responsible for providing the necessary licences to display the CCTV recordings in Digifort.  The above provision indicates the need for a specific software solution to operate the in-vehicle CCTV systems. Please allow for the provision of alternative software to display CCTV footage at the Contracting Authority's premises, this will allow for a better selection of the most advantageous solution and will not restrict competition | In response to your question, the Contracting Authority does not require the provision of new software; the video surveillance camera must be configured and its image must be transmitted to the Digifort software of the JUDU traffic control center. |
|  | In the requirements for the bus video surveillance system, the Contracting Authority has described:  Cameras mounted outside the vehicle and inside the vehicle must be equipped with a sensor with a maximum image resolution of at least 6 megapixels,  and The CCTV system must be capable of recording video from all cameras, must ensure that recording starts automatically when the vehicle's engine is started and that the system shuts down at a specified time when the engine is turned off, and must be capable of storing at least 200 hours of video on the device's storage media, with a resolution of not less than 1920x1080 and a minimum resolution of not less than 24 unique frames per second (fps).  and The video camera system for the vehicle cabin must consist of one camera at the driver's station and additional camera(s) to ensure that all passengers entering/exiting the vehicle are filmed. Each video camera in the passenger compartment must have a lens with a minimum viewing angle of 360° or equivalent to ensure surveillance of the entire vehicle compartment area with no blind spot (obstructions on passenger seats or handrails are not considered a blind spot) and must have a viewing angle overlay to ensure the safety of passengers, other cameras and the vehicle cabin from vandalism.  Please confirm that the requirement for the use of cameras with a resolution of min. 6 megapixels applies to hemispherical cameras (with the viewing angle of 360°), and the minimum resolution of the directional cameras used must be 2 megapixels (in accordance with the requirement for image recording at a resolution of no less than 1920x1080). At the same time, please allow the use of the following recording parameters for 360° cameras - 2560x2560 at 12 frames/second (12 fps) | The cameras offered would not meet the conditions specified in the procurement documents. The minimum recording resolution must be **no less than 24 frames per second (fps).** |
|  | In the requirements for the bus video surveillance system, the Contracting Authority described:  The camera system must comply with at least one of the following cybersecurity certifications: SySS, NDAA, Secure by Default, CNPP Trust Passport.  Will the Contracting Authority also accept a monitoring system in which the cameras and the recorder comply with the ETSI EN 303 645 standard, confirmed by a conformity test report issued by an independent testing laboratory?  Justification:  The ETSI EN 303 645 standard is a recognized European standard for the cybersecurity of IoT devices and defines the minimum requirements ensuring their secure use. The level of protection resulting from its application is equivalent to that provided by the certificates indicated in the Terms of Reference. Therefore, confirmation of compliance with the ETSI EN 303 645 requirements – for example by means of a test report issued by an independent laboratory – should be regarded as equivalent to the certificates specified in the Terms of Reference. | It should be noted that, according to current case law, suppliers have an obligation to prove that the goods they offer are equivalent to the object of the procurement, the requirements and the published procurement objectives specified by the contracting authority. However, in response to your question, the contracting authority deliberately specified specific cybersecurity certificates in Annex 2 to the Technical Specification, "Requirements for the provision and quality of passenger transportation services” – SySS, NDAA, Secure by Default, and CNPP Trust Passport. These certificates are based on clearly defined verification procedures, independent audits, and standardized compliance protocols that ensure a consistent level of security across all assessed systems.  Although ETSI EN 303 645 is a recognized European cybersecurity standard for the Internet of Things and provides valuable guidance, it is not a certification scheme in itself. Conformity is often self-declared or assessed by various testing laboratories, which does not guarantee the same level of verified reliability as the certificates listed above.  Therefore, in order to maintain consistency, auditability, and reduce the risk of interpretation, the contracting authority will not consider ETSI EN 303 645 as equivalent to the required certificates listed in Annex 2 to the Technical Specification. |
|  | We kindly ask the Contracting Authority to clarify how the communication between the driver and the Traffic Control Centre (TCC), and vice versa, is to be carried out in accordance with the tender requirements.  Annex 7 to the Agreement point 4 states that “all vehicles must have mobile phone and hands-free equipment” while point 7.1 states that “Communication between the Authorized Body and the driver(s) of the Carrier takes place via means of communication and/or the system administered by the Authorized Body.”. We kindly ask to clarify if the communication should be done using means of communication provided by the Carrier or will it be provided by the Authorized Body?  We also request that it be allowed for such communication to be implemented through the on-board controller (which also serves as the Passenger Information System – PIS controller). In this solution, the driver would receive and initiate calls via the panel installed in the driver’s cabin.  We emphasise that this solution ensures the most effective fleet management, as:   * each call is automatically linked to a specific bus and transport task, * the operator in the TCC or the Contractor’s dispatch centre can initiate a call directly from the map interface, * this approach improves ergonomics for the driver and transparency of supervision for the TCC. | In response to your question, public transport vehicles are equipped with an on-board computer with a screen and ticket validators, which are used to communicate with EVC traffic management specialists at the Traffic Management Center. |
|  | According to the tender documentation, the requirements for the external camera system include the installation of cameras at the front, rear, and right side of the vehicle, but do not include a camera covering the left side of the vehicle.  We kindly request a modification of this requirement so that the external camera system also includes a camera installed on the left side of the vehicle, and in the case of metrobuses – two cameras installed on the left side.  In our view, this solution will significantly increase traffic safety and enable a better analysis of potential road incidents. | In response to your question, the Contracting Authority specifies the minimum number of cameras inside and outside the vehicle in the Procurement Conditions. Carriers are not restricted from installing additional cameras outside their vehicles in order to ensure more comfortable and safer driving conditions. |
|  | In the “Procurement Agreement”, it is stated that the Contractor shall cover the costs of installing the ticketing system provided by the Authorized Body. At the same time, “Annex 14 to the Agreement” specifies detailed installation costs for this system.  We kindly request clarification whether:   * the Contractor is required to cover the costs indicated in “Annex 14”, or * the Contractor should only carry out the installation of the equipment provided by the Authorized Body, without additional cost settlement according to this annex. | We would like to clarify that Annex 14 to Annex 3 of the Procurement Conditions (Agreement), as amended by the previous amendment to the Procurement Conditions (Procedure for renting equipment of the e-ticketing system) specifies separate rates for both equipment rental (per month) and one-time rates for equipment installation or dismantling. |
|  | Will the Contracting Authority allow the integration of systems such as the passenger counting system, the Passenger Information System (PIS), and the CCTV system?  Such an approach would enable easy linkage of all necessary data while eliminating the need to install multiple devices with the same functionalities (e.g., SIM cards, GPS modules) just to serve each system separately.  An additional benefit of this solution would be the possibility for both the driver and the dispatcher to easily monitor the operational status of the devices (working/not working). | The Contracting Authority shall allow the integration of passenger counting, passenger information, and video surveillance systems, provided that such integration complies with all other requirements of the Technical Specification and its annexes for passenger counting equipment, passenger information system and video surveillance system, including data transfer (exchange) in specified formats, provision of access, GTFS file scanning and generation of information for the passenger information system. |
|  | The tender documentation specifies the requirement for the vehicle to be equipped with at least one external loudspeaker allowing announcements to be made outside the vehicle.  We kindly request clarification on the following:   * Does the Contracting Authority specify the exact location of the external loudspeaker (e.g., above the front doors, middle doors, or all doors), or is its placement left at the Contractor’s discretion? * If the Contracting Authority has a preferred location, please indicate it. | In response to your question, according to clause 1.13.4 of Annex 2 to the Technical Specification, Annex 1 to the Procurement Conditions, "Requirements for the provision and quality of passenger transportation services" *"An external loudspeaker must be installed at the passenger* ***entrance/exit door****.<...>"* means that it is installed at each door. |
|  | In “Annex 1 to the Personal Data Processing Agreement”, it is stated that the PROVIDER shall provide video recordings upon individual requests from the RECIPIENT within 2 days of receipt of the request. However, in “Annex 2 to the Agreement” the period indicated is 3 days.  We kindly request clarification as to which of these timeframes is binding. | We would like to clarify that the term specified in Annex 2 to the Agreement (Requirements for the provision and quality of passenger transportation services) applies:  1.12.8. The transfer of video recordings or video and audio recordings (if permitted by law) captured by video cameras to the Authorized Body must be ensured upon request within 3 days from the date of the request by the Authorized Body, and the responsible employees of the Authorized Body must be given direct access to all stored video recordings and the possibility for the responsible employees of the Authorized Body to download the necessary video recordings or video recordings with sound (if permitted by law) themselves, as needed, for further use. audio recordings (if permitted by law) for further use.  In the previous amendment to the Procurement Conditions, Annex 11 to the Agreement, "Personal Data Processing Agreement," Annex 1, **"DATA CONTROLLER'S INSTRUCTIONS ON THE PROCESSING OF PERSONAL DATA,**" the deadline you specified was **removed**, thereby eliminating the contradiction between the aforementioned terms and conditions. |
|  | The documentation specifies that the Passenger Information System (PIS) “must be compatible with the Mobitec/Luminator system or another system that may potentially be installed in the future”.  We kindly request the deletion of the reference to “potential future installation”, since at the stage of preparing the offer it is not possible to anticipate the requirements of future, currently unknown systems. | The technical error in the procurement documents in English in Annex 2 of the Technical Specification "Requirements for the provision and quality of passenger transportation services" 1.14.16. Revised documents are added. |
|  | We kindly request clarification on the exact scope of the required compatibility of the Passenger Information System (PIS) with the Mobitec/Luminator system. In particular, we ask the Contracting Authority to provide the relevant communication protocols and any other parameters necessary to determine the compatibility. | The Carrier may implement any passenger information system that complies with the Technical Specification and its annexes, but the software used by the Carrier's passenger information system must be technically compatible with the Mobitec/Luminator software. Mobitec/Luminator software data exchange protocols are available free of charge after registering on the manufacturer's website. There was a technical error in the English version of the requirements for passenger transport services and quality, and the link to this manufacturer's website was omitted, so we are repeating it here: <https://luminator.com/en-uk/service/request-information.html>. |
|  | Will the Contracting Authority allow, and is it technically possible, to integrate the Passenger Information System (PIS) with the e-ticketing system?  In the proposed solution, when the driver logs in to operate a specific transport task in the PIS, he/she would be automatically logged in to the same task in the e-ticketing system. This solution would reduce the risk of errors and significantly simplify the driver’s work.  If the Contracting Authority allows such integration, will it provide the necessary technical documentation and specifications to enable its implementation? | At present, the Contracting Authority does not plan to integrate electronic ticketing system and passenger information system equipment.  Both the electronic ticketing and passenger information systems are based on GTFS files, which reduces the risk of errors. |
|  | With reference to Section 3 to the Draft Procurement Agreement (“Preparation for Public Passenger Transport Services”), we respectfully request clarification and propose an amendment concerning the provision of charging infrastructure:   * Currently, there is no possibility to charge the electric buses on the routes, as no charging infrastructure is installed or provided by the Municipality or the Public Transport Authority and no such plans are known by us at the moment. That means all buses must be recharged at the depot during short turnaround times, which requires a significant increase in the electric power connection capacity. * The Lithuanian grid operator ESO has informed us that, in order to increase the electric power connection to the potential depot locations, it will be necessary to reconstruct high-voltage substations and install additional power transformers. The process of project preparation, ordering, producing, and installing the transformers will take approximately **30–36 months**, of which the current production lead time for a single transformer is **20–24 months**. * While the tenderer is responsible for establishing the charging infrastructure, the reconstruction of the electricity grid and installation of high-voltage equipment are the exclusive responsibility of ESO, and remain outside the control of the Carrier.   **Request:** To ensure legal and operational clarity, and in line with the principle of proportionality, we kindly request to exclude this risk from the Carrier’s obligations. Specifically, we propose either:   1. **Adding an additional case under Clause 3.10.4** – suspension of preparation due to the inability of ESO (or another grid operator) to implement the necessary power supply enlargement within the preparation time stated in the Agreement; or 2. **Amending Clause 3.10.4.5** to include this case, alongside delays by public authorities in considering applications for licences, permits, or approvals.   This clarification is essential to avoid a situation where the Carrier is held liable for delays caused solely by the electricity grid operator, which are beyond its control. | The request to change the Procurement Conditions is not granted. We consider the periods for preparation to provide services specified in the Agreements (for separate parts of the procurement) to be sufficient. The Supplier is responsible for preparing to provide services, including selecting suitable locations for bus depots, assessing and installing e-charging infrastructure at the selected locations. |
|  | (Annex No. 8 to the Agreement - TABLE OF PENALTIES FOR QUALITY BREACHES AND INCENTIVE MEASURES – applies to all parts): In view of the fact that the violations listed below may be considered minor, and given that they may occur in large numbers due to circumstances beyond the Carrier’s control, without significantly affecting the overall quality of the services provided, we kindly request that the following items be excluded from the grounds for termination of the Agreement:  Points 1 and 2 – punctuality  Point 6 – failing to fulfil over 2 (two) per cent of the journeys  Point 10 – a breach of the advertising requirements set out in the Agreement was recorded, which was not remedied by the Carrier within the time limit set out in Annex 2 to the Agreement  Point 11 – requirements regarding the heating, ventilation and/or air-conditioning system  Point 12.3 – failure to provide release information to TCC; failure to report incidents, technical occurrences, traffic accidents, etc., by PT drivers. | Considering that the legal disputes concerning the legality of the terms and conditions of this procurement also examined the provisions of the Procurement Conditions (agreement) regarding the amount of penalties and the validity of their application (as one of the grounds for termination) were also examined in court disputes concerning the legality of the terms and conditions of this procurement, and the courts recognized the aforementioned terms and conditions of the procurement as lawful, these Procurement Conditions will not be changed. |
|  | (Annex No. 1 to the Specification – Preliminary Timetables – applies to all parts): 1a. Does the Contracting Authority require strict execution of the routes by the vehicle indicated in the timetable?  1b. Is it possible to assign routes freely to different vehicles, provided that the scheduled departure and arrival times indicated in the published Preliminary Timetables are respected? | In response to your question, we would like to note that Annex 1 of the Technical Specification, “Preliminary traffic schedules of public transport routes", specifies the minimum number of vehicles serving the routes. The Carrier shall select the number of vehicles required to serve the routes in accordance with the schedules set by the Contracting Authority, taking into account the technical parameters of its vehicles and the principles of work organization. The Carrier shall independently assign a vehicle (e.g., a three-axle vehicle) to a specific route based on the Contracting Authority's information regarding the type of vehicle to be used to serve the routes. |
|  | (Annex No. 1 to the Specification – Preliminary Timetables): 2a. How should we interpret the situation where, for line No. 19, according to Annex No. 1 to the contract, for bus 03, no statutory breaks required for drivers are provided during the entire operating day (the longest break being 10 minutes)?  2b. Is it the carrier’s responsibility to plan drivers’ working time so that statutory breaks are ensured, while the bus continues to perform all scheduled services throughout the day?  2c. Or should it be understood that the bus is required to operate continuously according to the Preliminary Timetables without consideration of drivers’ statutory breaks? | In response to your question, we would like to note that the timetables provided in Annex 1 of the Technical Specification, “Preliminary traffic schedules of public transport routes" include breaks between trips, which are intended to ensure consistent and smooth route service throughout the day. The Carrier shall organize drivers' lunches and breaks in accordance with its work organization principles in such a way as to ensure the frequency of routes and running times specified by the Contracting Authority. |
|  | (Annex No. 1 to the Specification – Preliminary Timetables): 3a. For line No. 10, on working days, for buses 01 and 03: according to the data provided, the vehicles should perform 15 journeys totalling 492.285 km, whereas based on the declared length of a single journey (33.319 km), the total should be 499.785 km. Please clarify this discrepancy.  3b. The table provides information for only 14 journeys – please clarify the missing trip.  3c. In the detailed table, bus 01 starts service at 05:28, while in the summary table of parameters the indicated starting time is 04:39 – please clarify this difference.  3d. Please clarify the discrepancies for line No. 10, on working days, for buses 01 and 03.  3e. The question also applies to: line No. 5 on working days, for bus 03; line No. 6 from Monday to Friday, for bus 04.  3f. For most packages, in the detailed list of all trips, there is no information regarding the arrival time of the last journey or the scheduled return-to-depot time – this can only be inferred from the summary tables. Please clarify. | Below is the updated information regarding Annex 1 of the Technical Specification, " Preliminary traffic schedules of public transport routes":   * 1. Technical error in the documents. A new version of the schedule for route 10 of Annex 1 of the Technical Specifications of Part I of the Procurement is added. The length of the shortened routes “Žemiji Paneriai–Grigiškės” and “Grigiškės–Žemiji Paneriai” is clarified.   2. The 15th journeys, which is only operated by buses 01 and 03, is intended to provide additional connections only to Grigiškės (i.e., not continuing to Valai).   3. Technical error in the documents. A new version of the schedule for route 10 of Annex 1 of the Technical Specifications of Part I of the Procurement is added. The main table has revised the start time of buses 1 and 3.   4. Revised – see answers a, b, c.   5. Technical error in the documents. A new wording is added. A new wording is added to Annex 1 of the Technical Specifications of Part IV of the Procurement, “Preliminary Public Transport Route Traffic Schedules” Route Schedules 5 and 6 in the procurement documents   6. Arrival at the final destination after the last trip is written in the second row of the time box. For example, bus 02 on route 10 arrives at its final stop (i.e., Valus) at 22:02 after its last trip, and after a short 5-minute break at 10:07 p.m., the bus would leave the final stop already on its way to the park. There are routes where only one time is indicated in the time box. For these routes, it was decided without justification not to apply the representative before leaving for the park, so only one and the same time will be visible, indicating arrival at the final destination and departure from it at the same time. Arrival times at the Carrier's park are not specified and will be detailed during the performance of the Agreement when the Carriers submit their park locations. |
|  | (Annex No. 2 to the Contract – point 1.2.4): 4a. Should the indicated activity also be performed during statutory breaks, when the driver is not allowed to perform any additional tasks?  4b. Who determines whether a break indicated in the timetable is a statutory break assigned for the driver’s rest, or an ordinary break during which the activities specified in point 1.2.4 should be carried out? | In response to your question, we would like to point out that ensuring cleanliness between trips is the responsibility of the Carrier, and the Carrier chooses at its own discretion how to organize the work and activities of its employees. It should be noted that, according to clause 1.2.4 of Annex 2 to the Technical Specification of Annex 1 to the Procurement Conditions, "Requirements for passenger transport services and quality," *"Maintaining the cleanliness of the vehicle interior between trips. At the final stop of the route, the interior of the vehicle must always be inspected: rubbish and items left behind by passengers must be collected. This requirement does not apply if the carrier's driver is late leaving the initial/final stop on the route, but even in this case,* ***the driver must ensure*** *that there are no persons or passengers' belongings in the vehicle. It is not specified that the driver of the vehicle must devote his rest time to ensuring cleanliness”.* |
|  | Point 2.2.1. to the Annex no 2 to the Technical Specification – Table no. 2  We kindly request that in the case of 3-axle buses the total number of seats be allowed to be reduced to at least 117. This will enable a greater number of manufacturers to offer their products to the potential operator. | In response to the question, the Contracting Authority's requirement regarding the number of seats in all types of vehicles is determined based on current and projected passenger flows on the routes specified in the relevant sections of the Procurement. It should be noted that the specified number of places does not restrict market participants from submitting bids, therefore the proposal to amend the Procurement Conditions is rejected. |
|  | 1. Point 1.3 to the Annex no 4 to the Technical Specification – Table no 1   We kindly request information on how the operator is to demonstrate that the batteries in a bus performing transport services have a DoD parameter at the level of 80%. Are the batteries in the buses must be limited by the software to 80% of their nominal capacity?   1. Point 1.3 to the Annex no 4 to the Technical Specification – Table no 1   Is the tenderer, together with the offer, required to provide the Contracting Authority with SORT 1, 2 and 3 documents from the bus manufacturers along with the complete documentation? What is the situation if the manufacturer does not have SORT 1, 2 and 3 tests carried out for a given type of bus? Can a potential tenderer still take such a bus into account in the procedure? If so, what data should the tenderer enter in the last sixth column of Annex No. 12, titled “Mileage per vehicle in kilometers with a new unused single charge battery (80% DoD) in cold weather (at -10°C – (-20°C)) based on SORT methodologies 2 and 3”? | See the answer to question 2. |
|  | Point 12.3 to the Annex no 4 to the Technical Specification  We kindly request greater tolerance with regard to the possibility of activating external heating in the bus. We request that the activation of external heating be permitted at temperatures below +8 degrees Celsius. Such a provision will allow for more efficient use of the bus, as it will significantly increase its range. | Taking into account sustainability aspects and comments received during market consultations and discussions with potential carriers during market consultations, the Contracting Authority has provided for the possibility of using an auxiliary (autonomous) energy source with the following restrictions: during cold weather when the outdoor temperature is -5°C or below; and during warm weather when the air temperature is +30°C or above. The specified temperature ranges are selected based on the average annual temperature during the cold season and on data from bus manufacturers regarding the impact of outdoor temperature on mileage. The aim is to balance the desire for sustainable public transport with the desire to make rational use of the funds allocated to the service, and therefore this requirement will not be amended. |
|  | Point 62 to the Condition of the Purchase  We kindly request clarification as to whether the documentation referred to in the above point concerning bus suppliers must be completed and signed, in accordance with the rules of representation, by the representative of the bus manufacturer, or whether these are documents to be completed and signed by the tenderer. | We hereby explain that the notification referred to in clause 62 of the Procurement Conditions regarding all foreign financial contributions received over a period of 3 (three) years or the declaration as defined in Article 29(1) of Regulation (EU) 2022/2560 (FS-PP form, Annex 9 to the Procurement Conditions) shall be submitted and signed by the Supplier both on its own behalf and on behalf of all other reporting persons.  More detailed information on how to complete these documents is provided in COMMISSION IMPLEMENTING REGULATION (EU) 2023/1441 on detailed rules for the procedure to be followed by the Commission pursuant to Regulation (EU) 2022/2560 of the European Parliament and of the Council on foreign subsidies distorting the internal market: <https://eur-lex.europa.eu/legal-content/LT/TXT/HTML/?uri=CELEX:32023R1441> |
|  | Can more than one bus manufacturer be indicated in the tender form constituting Annex No. 2 to the Terms and Conditions of the Procurement? May the tenderer decide only after the conclusion of the Procedure from which manufacturer the vehicles will be purchased for the performance of the potentially awarded part of the Procedure? | The Tender Form in Annex 2 to the Procurement Conditions (separately for each part of the procurement) may specify only one model of vehicle (bus) and its manufacturer (separately for each type of vehicle).  In addition, we would like to draw your attention to the fact that the previous amendment revised clause 19.2 of Annex 3 (Contract) to the Procurement Conditions, which stipulates:  “*19.2.* The Carrier may replace the vehicle model or brand specified in the Tender with another model or brand of vehicle (***e.g., when vehicles of that model or brand are no longer manufactured, the manufacturer refuses to supply them to the Carrier, etc***.) and deliver a vehicle of a different model or brand instead of the model or brand specified in the Tender. |
|  | In connection with our participation in the tender for providing passenger transport services, we kindly request the provision of timetable data in a more accessible format. Currently, this data is available only in PDF format, which significantly complicates its analysis and integration with our systems.  We kindly ask for the timetable data to be provided in one of the following formats:  1. GTFS (General Transit Feed Specification) - This format is a standard in the transport industry and allows for easy integration with transport management systems and mobile applications. 2. Excel file - Data collected in a uniform manner, with a consistent structure, where individual values for departures and arrivals at termini are placed in separate cells. The proposed structure of the Excel file: a. Separate sheets for each day of the week and each type of timetable (e.g., weekdays, weekends, holidays). b. Column A: Line number c. Column B: Name of the starting stop (departure times in rows below) d. Column C: Name of the ending stop (arrival times in rows below) e. Column D: Duty (departure times separated by individual duties) f. Column E: Type of bus g. Column F: Length of the trip  We have noticed that the published timetables only cover Monday-Friday and Saturday-Sunday. Weekdays are not differentiated between the school term and holiday periods. Should we understand that there is one timetable for the entire year, or is there a special timetable, such as a holiday timetable, that has not been published? If so, we kindly request its publication.  Providing the data in one of the above formats will allow us to prepare our offer more efficiently and ensure high-quality transport services. | The Contracting Authority will provide preliminary public transport route timetables in GTFS format. Currently, the Procurement Conditions contain preliminary schedules that would apply throughout the year. Taking into account seasonality and passenger flows, the Contracting Authority shall have the right to change the schedules in accordance with the procedure set out in the Agreement and its annexes. |
|  | The Supplier intends to submit a lease agreement with a bus operator (hereinafter referred to as the Bus Operator). Since the Supplier considers that it will be bound by a mandatory relationship with the Bus Operator due to the lease agreement, and the buses are needed by the Supplier to meet the qualification requirement:    According to the Procurement Conditions, this concept is established separately from the “economic entity whose capacities are relied upon”. Analysing the procurement documents, it is possible to form the opinion that entities used for compliance with technical capacity are not considered economic entities whose capacities are relied upon, since different regulations apply to them. For example, with regard to the submission of the EBVPD, it is indicated that the EBVPD must be submitted by economic entities whose capacities are relied upon, but entities used for compliance with technical capacity do not have to submit it (p. 31-32 of the Procurement Conditions).  Such an interpretation would also coincide with case law.    Are we interpreting correctly that if the Supplier bases the qualification requirements on a lease agreement with the Bus Operator, then such a Bus Operator, which is used to ensure compliance with technical capacity, is not considered an economic entity whose capacity is relied upon? | If the Supplier bases its compliance with the qualification requirements on a lease agreement with a Bus Owner, such a Bus Owner, who is engaged for the purpose of meeting the technical capacity requirement, shall be considered an economic operator whose capacities are being relied upon. However, in accordance with point 8.3 of the Methodology for Establishing the Qualification Requirements for Suppliers (in its current version), approved by Order No. 1S-105 of the Director of the Public Procurement Office of 29 June 2017, “The contracting authority, having established the qualification requirements, **must indicate** in the procurement documents that, **in cases where the supplier uses (or will use) the means of third parties who will not directly and actively contribute through their own actions to satisfying the contracting authority’s need to acquire the procurement object (i.e. who will not directly provide part of the services, will not perform part of the works, will not directly contribute to the supply of goods, will not assume joint and several liability for the performance of the contract, or will otherwise not directly participate in the performance of the procurement contract), the supplier shall not be required to submit their European Single Procurement Document (hereinafter – ESPD) or documents proving the absence of grounds for exclusion**, but, when submitting its tender, shall have the obligation to prove that it will be able to use the specific means of such third party during the performance of the contract (by indicating, when submitting the tender, those third parties and the information on the agreements, letters of intent, etc. signed with them). In such a case, it shall be deemed that the supplier itself possesses the relevant qualification, regardless of the basis (ownership, lease or other) on which it uses or will use the relevant means during the performance of the contract. |