

To all interested parties

**Subject: Explanation no. 3 to the questions submitted in the second round of preparatory market consultations:**

**Reminder to all interested parties:**

**We would like to remind you, that in order to successfully finish the second round of this consultations, it is necessary (among other things) for you to fill the google form which you can find on the link below:**

[**https://forms.gle/RrC8UJzsPMwwCDTp6**](https://forms.gle/RrC8UJzsPMwwCDTp6)

**Our explanations:**

During the second round of preparatory market consultations, our company was asked the questions listed below. We are sending you our answers to them:

**Question no. 1**

*„During the first round of consultations, we asked questions about the scope of services. Without answers to these questions, we cannot provide more detailed information. Please specify the scope of services according to our inquiries so that we can evaluate and respond in the second round of consultations.“*

**Answer no. 1**

You can find the answers (A) to said questions posed during the first round and the formulations of these questions below:

*“Processes and interfaces are not clearly specified and in parts we are not able to estimate the scope of delivery. This concerns the following points in detail:”*

* *Article 0.3 Administration: The creation of new users can only be carried out by our administration, as this is done in our Active Directory. The corresponding assignment of user rights can be done by the client and the administrator.*

A: Provider needs to find a way to accommodate the customer in creating users in customers AD. LDAP synchronization is one (not the only one) possible option.

* *Article 0.3.1 Pay for Service must be specified*

A: Pay for a Service will be handled in separate system most likely in CRM or on customer Portal, only a notification about payment received should be collected in the Platform as a confirmation for customer employees to go a head and deliver said service (OLO Taxi or Skip)

* *Article 0.4.1: Our current application is not based on web/browser application. We use a smart client. Die browser application is in development stage. Smart client and web application use same data base model.*

A: Scope will be expanded to allow a combination of Windows client and Web UI

* *Article 0.4.1: The GUI design is fix and cannot adapted to OLO design manual.*

A: Design manual will be removed from the specification

* *Article 0.4.1: traffic load on map is required. Which service is applicable in Bratislava?*

A: For example Google, Sygic and Waze (we do not exclude other services)

* *Article 0.4.2: is there link from owner's name to geo position on a map?*

A: Owners name has a link to both GPS and Plot number.

* *Article 0.4.3: We suggest access by OData-interface. We realized an connector an customer can do evaluation on his requirements for himself. We have no experience of generating reports from power BI. Our customer does evaluation for themselves.*

A: Provider needs to give support in creating data models and integration for specified reports. Customer will generate reports in PowerBI.

* *Article 1.5: we do not use logical containers. We generate a container only in that moment, when he is assigned and physically placed. Till this moment we work only with “jobs” for an container. Based on this “jobs” we can also support interfaces for billing.*

A: A job is acceptable if it has all required parameters, has a unique ID and is possible to integrate with external systems.

* *Article 1.8 Collection point is a new requirement. We know this an additional information on the bin. This information will be generated in the new system for OLO.*
* *Article 1.18 English Version line 723 and Slovakian Version Line 717 Picture is missing.*

A: Missing image will be added.

* *2.O Fleet module: Line 806: battery voltage status is not part of standard FMS. For OBD for car it is not a problem. But there is a need to gather OBD information for each type of car.*

A: Battery voltage will be removed

* *Article 2.2: reviewing our information on the market 916 MHz is only applicable in US and not allowed in Europe. We need to know which chip is used and which reader needs to be ordered for frequency range.*

A: Our company insists on the chip specification published in the first round of consultations. In case of doubt, interested parties will be able to test the chips within the visitation (see answer no. 7).

* *Article 2.2: we suggest to have registration only for bins which are emptied (short range) with only one antenna. An additional long range makes no sense due to the fact that all chips (also non-waste chips) are read by this unit.*

A: System needs to be able to read both LF and HF frequency type chips. Customer has both types on existing bins.

* *General issues for planning module:* 
  + *Weather data, historical data,... for route planning seems difficult*

A: Weather has impact on different waste collection parameters, especially on traffic flow and use of different vehicle types in certain difficult to reach locations. Historical weather is to be used for seasonal adjustment in planning module.

* + *parameters of breaking/unbreaking 1100 l bins cannot be identified by the system*

A: This will be a time parameter that will be defined as a constant for calculation of employee performance & calculation for plan optimization

* + *noise restriction - how to handle?*

A: Noise restriction will be specified for certain locations (hospital, hotels etc.), this will restrict time when a waste collection can be performed on this location and for specific commodity. Planning module will create route according to this restriction.

* + *Use of gas vehicles - general conditions?*

A: Consumption should be received from CAN BUS in CNG vehicles

* + *High development effort for the integration of machine learning. Wide-ranging field that cannot be conclusively assessed without detail spec.*

A: Use of machine learning in a way that will help customer employees identify patterns in waste collection for better optimization of planning. To limit the scope we only need to consider parameters that are to be recorded as specified for this Platform.

* + *Benchmark: Connection/baseline of assessment tours/crew e.g. when using older and younger employees.*

A: This is specified by law and H&S requirements with limits on employees based on age in regards to handling of load. We will provide age vs weight restrictions during preparation for implementation.

**Question no. 2**

*“In the document "2. kolo - 2nd round - Zmluva - Agreement," there is a discrepancy in the numbering between the Slovak and English versions. This error occurs from 2.1.14 in the Slovak version. At position 2.1.20 of the Slovak version, the numbering in the English version appears as 2.1.14. There seem to be formatting issues with Word. Please can you correct this editorial error?”*

**Answer no. 2**

Thank you for notifying us, we will correct the issue

**Question no. 3**

*“In document „2. kolo - 2nd round - Zmluva – Agreement“ you stated in Position 4.6 several penalties. Please can you clarify:*

*To which position of the price table does the respective penalty refer? Is it the total amount or single monthly charges for single modules.”*

**Answer no. 3**

Penalties refer to main parts of the project delivery - Implementation, Operation, Support, Change Management & Training. Each penalty is calculated as a % from monthly fee for each respective module or functionality.

**Question no. 4**

*“In General: in the first consultation round OLO asked for provision of all services and deliveries as a service. To consider the monthly costs and allocated penalties it is important to know if hardware is to be supplied on monthly rate or on a onetime charge. Please can you clarify this issue?”*

**Answer no. 4**

HW should be supplied on a monthly rate. This monthly rate will be valid for the duration of the contract and should include operation fees, service fees, data fees etc.

Everything will be clarified in the 3rd round when we will provide you with a cost calculation form.

**Question no. 5**

*“In document „2. kolo - 2nd round - Zmluva – Agreement“ 5.7 you state:*

*In the event that the customer's fleet is expanded or replaced with a truck or car vehicle during the term of this contract, the parties agree that the total number of vehicles in the fleet will not be exceeded. We can understand this wording for the application of software modules.*

*However, this wording cannot be applied to the delivery and installation of hardware. We request clarification.”*

**Answer no. 5**

Maximum contracted scope of vehicle HW units is 180 LKW and 20 PKW. This means maximum of 180 LKW vehicles online at the same time and collecting data into the platform.

Current actual number of vehicles is 121. The difference is to be used as reserve in case we add new vehicles. We expect that it should be possible to migrate the HW from one vehicle to another in case we will replace the vehicle.

Final quantity will be updated in 3rd round for fee calculation.

**Question no. 6**

*“In document „2. kolo - 2nd round - Zmluva – Agreement“ 5.8 you state the amount of vehicles of 80 units LKW and 15 units PKW. In the timetable there are numbers stated e.g. 105 units of LKW. Please can you clarify this issue?”*

**Answer no. 6**

We will provide an up to date list of vehicles in the 3rd round of the consultations. This list will be annex to the contract.

**Question no. 7**

*“Is it possible for new potential suppliers to visit your fleet with a practical demonstration and also with a direct demonstration of the information systems that are required for integration?”*

**Answer no. 7**

As part of the public procurement process, which will follow these consultations, our company will allow interested parties a visitation of our headquarters, the scope of which will be established in the public procurement documents.

**Question no. 8**

*“Is it possible to modify the schedule also from the point of view of the module structure and implementation steps or implementation procedure?”*

**Answer no. 8**

The winner of the public procurement will contractually undertake to deliver a solution in accordance with the schedule that will be part of the documents for the VO. Proposals to change the schedule after the official announcement of the public procurement can only be accepted if they are submitted in accordance with the valid legislation on public procurement.

**Question no. 9**

*“What is the number of waste containers that will be included in the inventory and passporting phase?”*

**Answer no. 9**

The current number of containers is approximately 120,000 units. Passportization took place to a high extent in 2021 and 2022, the platform will follow up on passportization already carried out by using data and RFID tags.