



REPUBLIC OF SERBIA
MINISTRY OF INTERIOR
Sector for Emergency Management

Questions and answers
Procurement procedure “Procurement of specialized vehicles“

Contracting Authority: Ministry of Interior of the Republic of Serbia

Ref.no. BGRS0100003-TD03

OJ reference: OJ S 103/2024 29/05/2024

TED Notice Number: 316293-2024



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Clarifications of the tender dossier (questions and answers) and corrigendum to the technical specification were published on:

- the official website of Interreg IPA CBC Bulgaria-Serbia Programme on the following link: <https://ipa-bqrs.mrrb.bg/en/term/11/node/96>

- the official website of the Ministry of Interior of the Republic of Serbia on the following link:

<http://www.mup.gov.rs/wps/portal/sr/finansije/Konkursi>

Rn	Questions	Answers
1	<p><u>LOT 2- Terrain pick-up vehicle</u></p> <p>Since some car manufacturers do not offer Single cab pickups for European market, is it acceptable to offer Extended cab (2 doors, 4 seats)?</p>	<p>Please see published corrigendum.</p> <p>Both, single cab and extended cab vehicle will be accepted, but provided that installation of the required superstructure does not affect the stability and functionality of the vehicle.</p>
2	<p><u>LOT 3 - Specialized fire and rescue vehicle for response in tunnels</u></p> <p>In General requirements it is stated that vehicle should comply with the standard SRPS -- EN 1846-2.</p> <p>Standardization process is time consuming and very expensive, there is a possibility that process might not be finished before delivery deadline.</p> <p>Do you expect complete vehicle to be tested with every point from the EN 1846-2 standard, or you will accept vehicle with only certain points complying with 1846-2?</p>	<p>In general requirements it is stated that vehicle should comply with the standard SRPS-EN 1846-2, potential supplier is obliged to submit written statement that whole vehicle will be manufactured in accordance with SRPS EN 1846-2.</p> <p>However, we expect only certain points from this standard to be tested in accordance with the technical specification. These elements are clearly emphasized in the specification.</p>
3	<p><u>LOT 3 - Specialized fire and rescue vehicle for response in tunnels</u></p> <p>In item number 2- Engine power, drive, suspension and breaking</p>	<p>Additional brake possibility is parking brake or braking system other than working brake, with possibility to brake on all four wheels for additional</p>



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	<p>system</p> <p>10. Air brakes with EBS and ABS and enhanced engine brake. Additional brake possibility: Blocking/breaking all wheels (while standing still)</p> <p>What do you consider as an additional braking possibility?</p>	<p>safety and reliability and reduced wear and tear of braking system.</p>
4	<p><u>LOT 3 - Specialized fire and rescue vehicle for response in tunnels</u></p> <p>In item number 10-- water tank: Material of the tank INOX</p> <p>Will you accept water tank made of other, non-corrosive material?</p>	<p>Please see published corrigendum.</p> <p>Water-resistant stainless steel, INOX, aluminium alloy, plasticized constructional steel or material of similar characteristics that is commonly used for making water tanks on fire truck will also be acceptable. The tank must have baffles to prevent water sloshing. The tank must have a guarantee of min. 10 years in exploitation.</p>
5	<p><u>LOT 3 - Specialized fire and rescue vehicle for response in tunnels</u></p> <p>In item number 12-pump</p> <p>In tender dossier for LOT 1 (fire fighting water tender vehicles-BGRS0100003-TD03/PI) you specified that fire fighting pump must comply to standard EN 1028, but in tender dossier for LOT 3 (Specialized fire & rescue vehicle for tunnelsBGRS0100003-TD03/P3) you didn't specified any standards.</p> <p>Will you accept fire fighting pump which doesn't comply with EN 1028?</p>	<p>Please see published corrigendum.</p> <p>We will not accept the fire fighting pump which does not comply to EN 1028.</p> <p>This requirement was omitted from the technical specification by mistake.</p>
6	<p><u>LOT 3 - Specialized fire and rescue vehicle for response in tunnels</u></p> <p>In item number 13 -hose reels</p> <p>Can you clarify electric hose reeling more precisely?</p>	<p>The vehicle should have two hose reels for medium and high pressure, made of reinforced rubber hose according to DIN 853 or EN 1947, with different lengths and diameters as specified in the technical</p>



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		specifications. The hose reels are powered electrically, equipped with an automatic safety brake to prevent overloading, and must also have the capability for manual winching.
7	<p><u>LOT 3 - Specialized fire and rescue vehicle for response in tunnels</u></p> <p>In item 7-- fixed thermal camera</p> <p>36. Thermal camera fixed on the front part of the vehicle with display inside of the cabin in order to provide driver with IR image for safe driving in thick smoke and low visibility environment.</p> <p>While this configuration of the camera might be sufficient for driving, we believe that it is not going to be able to provide field of view wide enough to be used with front monitor nozzle.</p> <p>We recommend configuration where thermal camera is installed within the front monitor nozzle which can be rotated and tilted. This will provide driver and nozzle operator with both possibilities, to drive and extinguish fire in low visibility environment.</p> <p>Will you change this requirement from fixed thermal camera to thermal camera integrated with front monitor nozzle?</p>	<p>Please see published corrigendum.</p> <p>Item 36, the fixed thermal camera, has been changed, and it is now required that the thermal camera be integrated with the front monitor nozzle..</p>
8	<p><u>LOT 3 - Specialized fire and rescue vehicle for response in tunnels</u></p> <p>In item Superstructure 38. Material and construction: made of aluminium profiles connected by welding or screwed in angle and diagonal reinforcements.</p> <p>Modern superstructure manufacturing is now days frequently done with bolts and special industrial glues, instead of welding.</p>	<p>Please see published corrigendum.</p> <p>Super structure manufactured in both manners, welded or glued will be accepted.</p>



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	<p>These types of connections are proven for exceptional flexibility and strength.</p> <p>Will you accept superstructure made of aluminium profiles connected with glue and bolts?</p>	
9	<p><u>LOT 1: Fire fighting water tender vehicles</u></p> <p>Item 12.4 requirement 104.</p> <p>Since only one manufacturer fulfils the requirements related to the force and mass of the rescue spreaders, due to the transparency of the tender, other manufacturers should also be allowed to participate in the tender. We suggest that the spreading force is at least 500kN, and that the mass of the spreader with the battery is a maximum of 21kg.</p> <p>Please confirm that a rescue spreader with a minimum spreading force of 500kN and a maximum mass of 21kg will be acceptable.</p>	<p>According to our knowledge, at least two well-known manufacturers of this equipment can fulfil the stated requirements. Therefore, we will not accept rescue spreaders that do not comply with the requested specifications.</p>
10	<p><u>LOT 3 - Specialized fire and rescue vehicle for response in tunnels</u></p> <p>Item 18, requirement 111.</p> <p>Since no manufacturer meets the requirements for a rescue cutter, we suggest that the blade opening of the cutter be at least 200mm, and the mass of the cutter with the battery be a maximum of 25kg.</p> <p>Please confirm that a rescue cutter with a blade opening of a minimum of 200mm and a mass of cutter with a battery of a maximum of 25kg will be acceptable.</p> <p>Since only one manufacturer fulfils the requirements related to the force and mass of the rescue spreaders, due to the</p>	<p>Please see published corrigendum.</p> <p>We will accept cutters with minimal blade opening of 200 mm, however we will not increase maximum weight of the cutters.</p> <p>According to our knowledge, at least two well-known manufacturers of this equipment can fulfil the stated requirements. Therefore, we will not accept rescue spreaders that do not comply with the requested specifications.</p>



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11	<p><u>LOT 3 - Specialized fire and rescue vehicle for response in tunnels</u></p> <p>You defined material of Water tank in LOT 1 as following: Material: water-resistant stainless steel, INOX, aluminium alloy, plasticized constructional steel or material of similar characteristics that is standardly used for making water tanks on fire truck.</p> <p>and in Lot 3 Material: Inox.</p> <p>Why are you limiting producers of ff trucks in Lot 3 only on Inox when you already allowed other materials which are standardly used for making water tanks on fire truck in Lot 1?</p> <p>In order to make more competitive atmosphere for this tender as well for more transparency of the tendering procedure as EU is demanding, we suggest that you change description of material of Water tank in Lot 3 so that now it should be written following: Material: water-resistant stainless steel, INOX, aluminium alloy, plasticized constructional steel or material of similar characteristics that is standardly used for making water tanks on</p>	<p>Please see published corrigendum.</p> <p>Water-resistant stainless steel, INOX, aluminium alloy, plasticized constructional steel or material of similar characteristics that is commonly used for making water tanks on fire truck will also be acceptable. The tank must have baffles to prevent water sloshing. The tank must have a guarantee of min. 10 years in exploitation.</p>



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