Class: 406-05/23-01/40

Reg. No 534- 05-2-1/2- 23-10

Zagreb, 17 July 2023

* **TO ALL INTERESTED**

**ECONOMIC OPERATORS**

* **TO THE PROFESSIONAL PUBLIC**

**CASE:** Minutes/Report from the "technical consultations" held in preparation of the procedure for the public procurement of vehicles for emergency medical services

The Ministry of Health, Ksaver 200a, Zagreb, is preparing the procedure for the public procurement of vehicles for emergency medical services

With the aim of market research, the ordering party, the Ministry of Health, Ksaver 200a, Zagreb, published an Invitation to participate in the preparation of the public procurement procedure - technical consultancy, as part of which a meeting was held with interested economic operators and the professional public on 19 April 2023 at 1:00 p.m.

The following representatives of the interested economic operators responded to the invitation to “technical consultancy”

1. *The representatives of the company De.Ka.Ge d.o.o.*
2. *The representatives of the company CIB Commerce d.o.o.*
3. *The representative of the company MS Ambulance d.o.o.*
4. *The representative of the company Upgrade d.o.o.*

Representatives of the interested economic operators participated online in the meeting:

1. *The representative of the company Medicop*
2. *The representative of the company Profile*
3. *The representatives of the company Timak*

Within the deadline agreed for sending, the ordering party received the written proposals regarding the published rough draft of the technical specifications as follows:

**1st Question/Proposal**

In general, I would change or write in the tender:

Along with the documentation, it is necessary to submit a draft in a certain scale (this is already written), and the interior will be coordinated with the ordering party between the ordering party and the manufacturer (vendor). All devices and their support that must be within the vehicle according to the B standard of an ambulance should be visible in the draft.

Unfortunately, there are currently items in the tender that can be realised only in vehicles VW Transporter, which are not an option due to suspension of production.

At this moment, our company can only offer the VW Crafter or the MB Sprinter.

**Response:**

The draft must be delivered in the indicated scale of your choice. All devices, their support and the equipment defined by the technical specification must be visible in the draft.

**2nd Question/Proposal**

The EU standard is clear regarding the maximal weight of the vehicle.

The weight of the vehicle includes:

90% of fuel and other liquids

One person per each seat and bed, each of 75 kg

Equipment according the B standard of the vehicle 225 kg

Rebuilt vehicle (its weight)

**Response:**

The Ministry of Health is aware of the type-approval of type B vehicles in accordance with which the technical specification was determined.

**3d Question/Proposal**

“2.6 The light and sound warning signals must be

produced according the standards ECE65, Class II

EMC 89/336/EECCE, EEC 95/54, ECE regulation 10 (EMC), namely

the following of the specified standards or equivalents”

Class II is only the classification of the modules used in the light.

If the light is made as a component, the whole component must have an ECE 65 Class II certificate according to the EN 1789 standard

**Response:**

The item 2.6 of the technical specification states:

*“The light and sound warning signals must be*

*produced according the standards ECE65,*

*EMC 89/336/EECCE, EEC 95/54, ECE regulation 10 (EMC), namely*

*the following of the specified standards or equivalents”*

The said item does not require “Class II”

**4th Question/Proposal**

“2.9 Certificate of successfully completed dynamic testing in

in accordance with the HRN EN 1789:2020 standard, namely the following of the specified

norm or equivalent Dynamic testing must be performed for the **offered type B vehicle** in this public procurement and rebuild procedure with a force of 10 G in all 5 (five) directions required by the standard.

This should remain for your regard.

A company that did not perform a dynamic test for the product will not be able to perform it for the vehicles in question within 600 days

**Response:**

The ordering party accepts the proposal of the economic operator and will change the technical specification under item 2.9 by deleting the text: “**for the offered type B vehicle”,** and adding:“on an identical offered vehicle”

**5th Question/Proposal**

“3.1 Height: minimal 2,000 mm up to a maximum of 3,100 mm

(except for UHF antenna, no other element exceeds the

maximum specified vehicle height dimensions)

Define better.

**Response:**

The ordering party set the height under item 3.1 in a large range primarily in order to obtain offers from a larger number of bidders who can meet the above mentioned.

**6th Question/Proposal**

“3.4.1 The maximum permissible mass must not exceed 3500 kg"

In the case of a hydraulic stretcher base, you should consider a maximum permissible mass of 4,200 kg

**Response:**

The ordering party does not accept the proposal of the economic operator and will not change the item 3.4.1 of the technical specification.

**7th Question/Proposal**

“3.5 Air suspension must be at least on the rear axle or independent suspension on all wheels"

Please indicate the manufacturer of the air suspension

**Response:**

By defining the manufacturer of the suspension, we would favour the bidder who has trained personnel for the installation of these suspensions. That is why the ordering party does not accept the proposal made by the economic operator.

**8th Question/Proposal**

“4.6.12 A place for storing comprehensive stretchers should be built into the lining of the bulkhead.”

Remove this because only Medicop offers this solution.

**Response:**

The ordering party accepts the suggestion of the economic operator and will change the technical specification under item 4.6.12 by deleting the text: “A place for storing comprehensive stretchers should be built into the lining of the bulkhead” and adding nothing.

**9th Question/Proposal**

“4.6.14 Above the driver's cabin, there should be an air conditioner

in the highest part of the vehicle. On the left, there should be a heater for IV bottles,

and the equipment storing area should be on the right.”

This was written for the Transporter which will no longer be produced.

**Response:**

The ordering party will change the technical specification by deleting the item 4.6.14 and adding nothing else.

The air conditioner is determined under item 4.8, and the IV heater under the item 6.8.1.

**10th Question/Proposal**

“4.7.4 UV disinfection lamp”

Remove this, the UV lamp will damage any plastics, in 3 to 4 years all the plastic inside the car will crack

**Response:**

The ordering party does not accept the proposal made by the economic operator. The UV disinfection lamp is not turned on all the time and is not turned on after each intervention, but it is necessary because the vehicles being purchased are intended for transporting highly contagious patients. The UV disinfection lamp will be turned on only when there is a need for the disinfection of the vehicle.

**11th Question/Proposal**

“4.9.5 The air conditioner must have the HEPA filter H 14 or an equivalent”

There is no need for a HEPA filter

**Response:**

The air conditioner must have the HEPA filter H 14 or an equivalent because the vehicles being purchased are intended for transportation of highly contagious patients.

**12th Question/Proposal**

“4.10 System for negative pressure in the patient area”

As mentioned before, a ventilator can supply and exhaust air

**Response:**

The ordering party does not accept the proposal of the economic operator and will not change the technical specification item regarding systems for negative pressure

**13th Question/Proposal**

“6.7.5 Rotating the use of oxygen between two steel

bottles should be carried out through an automatic mechanical

switch and displayed over electrical system such as

CAN BUS or FlexRay or equivalent on the central

graphic display (the graphic display of oxygen content

each bottle, the status of the active bottle and the numerical printout

of the pressure value in each steel bottle). In case of pressure drop

below the minimal set value in the steel bottle,

the system will automatically switch to the other, full steel

bottle and will activate the sound alarm in the patient area and the driver's cabin of the vehicle.

If the steel bottles are empty of closed, the alarm will activate when the vehicle is unlocked and will deactivate when the vehicle is locked.”

Even though the gentleman spoke in high numbers, the cost of the system is EUR 500 per vehicle.

It is useful because the emergency medical worker will not have to leave their seat during the transport.

With the seatbelt on, there is less danger of injury.

**Response:**

The ordering party agrees with the statement made by the bidder and will not change the item 6.7.5 of the technical specification

**14th Question/Proposal**

“6.7.6 Two built-in oxygen applicators with humidification; round design with adjustable flow rate 0 - 25 l/min

(with the following values 0, 1, 2, 3, 4, 5, 6, 7, 10, 15, 20, 25 l/min), connected with the oxygen port and the mask through a thin tube - according to DIN standards. They are placed under the lining on the upper side of the left cabinet in the extension of the system control console. Oxygen supply is placed on the ceiling and in the space next to the mechanical ventilator from each dispenser separately."

**I would place an applicator here as written, and the second one from 0-15**

**Response:**

The ordering party does not accept the proposal of the economic operator and will not change the item 6.7.6 of the technical specification. The purchased vehicles are intended for transportation of highly contagious patients and there is a need for high air flow, especially when transporting patients with compromised ventilation.

**15th Question/Proposal**

“6.9.1 IV fluids cooler that will cool the IV fluid

to the temperature +4 °C that must be maintained;

placed in the lower area of the cabinet next to the

bulkhead. The temperature is adjusted and monitored through the

digital screen. The system must have the option

to adjust different temperature cooling levels.

Until now, almost all vehicles have had camping program cooling boxes installed, you should write down clearly

The installation of the compressor cooler, to obtain the wanted temperature

**Response:**

The ordering party does not accept the proposal of the economic operator but will change the item 6.9.1 of the technical specification. The bidder can offer a cooler that can produce the desired temperature, regardless of its kind.

The ordering party will change the technical specification under item 4.6.12 by deleting the text: “placed in the lower area of the cabinet next to the bulkhead.

The item 6.9.1 now states: “IV fluids cooler that will cool the IV fluid

to the temperature +4 °C that must be maintained. The temperature is adjusted and monitored through the digital screen. The system must have the option to adjust different temperature cooling levels.

**16th Question/Proposal**

Documentation items 2.3; 2.7, 2.8 and 2.9, request the valid standard EN 1789 -2020 -02 any concession to the requests sent by CIB commerce with the request to remove the requested certificates are legally unacceptable.

**Response:**

The ordering party will not change the procurement documentation nor the requested norms.

**17th Question/Proposal**

The items 4.8.7 require setting the temperature of the IV heater and IV cooler on the central LCD screen. Enable adjustment of the temperature on the device itself with its own LCD screen. The same condition favours Medikop from Slovenia.

**Response:**

The ordering party will accept the proposal made by the economic operator and will change the item 4.8.7. in item 4.7.7 of the technical specification that now states:

|  |
| --- |
| The central module in the patient area must have the following functions: |
| a DISPLAY with the following data:* Graphic display of the content of the amount and pressure of oxygen for

each bottle individually and the graphic display of the bottle in function* Current and set air conditioner temperature

in the patient area, as well as for heating and ventilator * Current and set IV heather temperature
* Current and set temperature of the

medicine cooler* Clock
 |
| Single button to turn on / off with light indication on the button that must have the following functions:* Normal lights, half brightness, night

light, spot lights* Roof ventilator - turning direction to the left
* Roof ventilator - turning direction to the right
 |
| Temperature adjustment, adjustment of the ventilator of the air conditioner for the patient area |
| Heater temperature adjustment |
| Reset in case of pressure drop in the bottle and switching to a different bottle |

**18th Question/Proposal**

Item 4.7.4 UV disinfection lamp. The power of the lamp must be defined because setting the lamp pro forma will not achieve anything other than meeting the norm. If you accept our suggestion, we will propose the required power of the UV light which has the function of disinfection.

**Response:**

The ordering party will accept the proposal made by economic operator and will change the technical specification under the item 4.7.4 in item 4.6.4 that now states: “The UV disinfection lamp intended for medical purposes, with power sufficient for the disinfection of the vehicle patient area within a maximum of 60 minutes.”

**19th Question/Proposal**

The item 4.7.1 requires a description of the lightning that will clearly favour Medikop from Slovenia considering that it’s their lightning solution. There is no need for me to state here that it is illegal. Please make the lightning description exclusively legal in accordance with the terms of EN 1789-2020-02 or EN 1789-2021-02 norm.

**Response:**

The ordering party accepts the proposal of the economic operator and will change the item 4.7.1 of the technical specification in item 4.6.1 by deleting the text: “2 long LED lights should be placed in the corner between the ceiling and the wall and protected by a concave ribbed cover along the entire length." and adding the text: “LED lights in the patient area must be in accordance with the standard HRN EN 1789:2020, i.e., the following of the specified norm or the equivalent. The access to the LED light must be possible without the use of any disassembly tools. The lights should be placed out of the patient’s reach and in such a way that the whole patient area is evenly lit.”

**20th Question/Proposal**

The item 4.6.12 requires a place for storing comprehensive stretchers in the bulkhead. There is no reason to favour Medikop with the request event though it is not a problem for anyone to do it. The question here is why this place is not provided in the stretcher stand and why the proposal to build an outer storing area in the vehicle has been denied. By denying an outer storing area you are stating that the interests of the emergency responders are not a priority. The picture of the outer storage in attachment 1.

The outer storage area for the emergency service was defined as an advantage 10 years ago.  An internal storage 4.6.4 is equal to having a garage in the living room.

**Response:**

The ordering party accepts the proposal of the economic operator and will delete the item 4.6.12 of the technical specification.

The proposal for the item 4.6.4 is not accepted. It is clear from the picture of the outer storage in attachment 1 that with such a solution the arrangement of the medical devices is not adequate and significantly aggravates the use of medical devices and monitoring the patient’s condition (the aspirator is placed at the patient's feet instead of at the nearest location so that the employee could perform the aspiration of airways without standing up, the transport ventilator is also placed above the patient's feet and the hose hangs along the entire length of the patient's body, and the monitor screen is not visible from the sitting positions in the vehicle). It is questionable whether a vacuum mattress of appropriate size and quality can be placed in the storage itself.

**21st Question/Proposal:**

The item 4.6.17 requests a non-slip floor R 11. Please approve R 10 because it is the last value that is considered non-slip and is easy to maintain, everything above R 10 are high-maintenance floors.

**Response:**

The ordering party does not accept the proposal made by the economic operator. The above mentioned is obligatory according to the Standard of vehicles and the external appearance of vehicles for the performance of outpatient emergency medicine activities (OG 80/2016).

**22nd Question/Proposal:**

Item 4.6.3 Description in accordance with Medikop solution please stick to the norm in the description and not to the solution offered by one of the possible bidders.

**Response:**

The ordering party will accept the proposal made by the economic operator and will change the item 4.6.3. in item 4.5.3 of the technical specification that now states: “The cabinets in the elevated part of the vehicle should have shelves in two levels and cross bulkhead with the possibility of closing."

**23d Question/Proposal:**

The item 4.6.5 Change the Medikop solution with requirements in accordance with the law in such a way as to request an arrangement that can meet the user's requirements with equivalent solutions.

**Response:**

The ordering party will accept the proposal made by the economic operator and will change the item 4.6.5. in item 4.5.5 of the technical specification that now states: “The lining on the right in the elevated part of the vehicle must be one-piece with a door opening and additional places for storage”

**24th Question/Proposal:**

The item 4.1 requires an integrated security panel. The same is necessary only if the antenna is installed on a plastic base, if it is installed on the roof itself, the panel is not necessary. Please adjust the request with the profession.

**Response:**

The ordering party does not accept the proposal made by the economic operator because the mentioned request is completely in accordance with the profession.

**25th Question/Proposal:**

Item 42 The diffuser doesn’t have to be in the back, it can be in the front where the manufacturer of the base vehicle has provided a place for installation.

**Response:**

The ordering party accepts the proposal of the economic operator and will change the item 4.2 of the technical specification by deleting the text:

“On the back of roof where there is a roof ventilator installed,

install an air diffuser to reduce the speed

of the airflow next to the roof ventilator and consequently

reduce the noise in the vehicle when the ventilator is turned on.”

And adding the text:

“On the back of roof where there is a roof ventilator installed,

or at the front where the manufacturer of the base vehicle has provided a place for installation,

install an air diffuser to reduce the speed

of the airflow next to the roof ventilator and consequently

reduce the noise in the vehicle when the ventilator is turned on.”

**26th Question/Proposal:**

Item 4.4 removes the option of automatic doors if they are made as double doors. There is no reason for double doors not to open automatically, picture attached below <https://kuula.co/share/collection/7Fg8Z?logo=0&info=0&fs=1&vr=1&initload=0&thumbs=1>

Automatic doors save time and ensure safety when working in the rear of the vehicle. It is clear that you had no interest in participating at the presentation of the vehicle but it is not clear why the solution of automatic opening of the rear doors is being removed.

It is something that the emergency responders deserve.

**Response:**

The ordering party does not accept the proposal made by the economic operator. The ordering party is not removing the option of automatic doors, as they are permitted and possible to install in the offered vehicle.

**27th Question/Proposal:**

Item 3.3.4 Automatic gearbox. This request will prolong the delivery for approx. 200 days and raise the price depending on the vehicle mark for a minimum of EUR 10 – 15,000.00, it would be wiser to direct those assets to a pneumatic stretcher base and higher quality air suspension on Citroen Fiat and Peugeot chassis.

The description of the air suspension is not adequately defined.

**Response:**

The ordering party accepts the suggestion of the economic operator and will change the item 3.3.4 of the technical specification in such a way that after the text: “Power transmission: automatic gearbox”

the following text will be added: “or manual gearbox.”

It is possible to offer a manual of automatic gearbox. If the manual is offered then the vehicle must be equipped with a hill start assist system.

**28th Question/Proposal:**

Item 4.9.3 Additional hot water heating is not clearly defined, nor is the setting of conditions according to Medikop's solution. It makes no sense to install heating behind the cardio chair. Cardio chairs must be placed in the outer storage. Additional heating at a standstill 220 V with heating of the engine and basic heating system has proven to be a very good solution in ambulances because it protects the engine and the vehicle starts in warm operating mode.

**Response:**

The ordering party will not accept the proposal made by the economic operator but will change the item 4.9.3. in item 4.8.3 of the technical specification that now states: “Additional hot water heating of the patient area through exhaust nozzles that are set just above the floor level.”

**29th Question/Proposal:**

Item 4.10.1 Remove the pump and achieve negative pressure by ventilator only in the value with lowering by 180 pascals. An additional pump is a system on system which is a commercial concoction that started with covid and later turned out to be completely useless.

I will not even mention that the pandemic is over.

**Response:**

The ordering party does not accept the proposal of the economic operator and will not change the item 4.10.1 of the technical specification The negative pressure is required because the purchased vehicles are intended for transporting highly contagious patients regardless of whether there is a pandemic or not. The item 4.10.1 is changed in item 4.9.1.

**30th Question/Proposal:**

Item 4.10.2 the request to lower to 200 Pa is physically impossible. It is sad that there was no one to contradict me at the scientific meeting, not even professional staff from the Faculty of Mechanical Engineering and Naval Architecture. If this is a grammatical error, it is unforgivable because this is not a game, the requests must be made by a professional who knows what we are talking about.  By the way, have defined the regulation of the negative pressure pump of the rejected offer by potentiometer regulation, which satisfies more than 1-7 degrees, that is, there are countless of them, so please do not let such mistakes happen next time.

**Response:**

The ordering party accepts the suggestion of the economic operator and will change the item 4.10.2 in 4.9.2 of the technical specification in such a way that after the text:

“The possibility to lower the pressure in the patient area at a

min. of 200 Pa with the possibility of adjustment at least

1 to 7 degrees”

it will be added:

“in relation to the ambient pressure”

**31st Question/Proposal:**

Item 4.10.3 pressure drop was not defined in the wanted flow. That is why the request is composed in such a way that the value data are not the values that should be measured in a vehicle.

In the case of negative pressure, the regime of the existing openings on the vehicle, which are installed in the vehicle to equalize the pressure when the doors are closed, is not defined, the status of the ventilation opening, which without a non-return valve makes it impossible to achieve negative pressure in the vehicle, is not defined.

I will repeat once again that the negative pressure will only be achieved by classical ventilation, characteristics in attachment. Negative pressure at a flow of 100 m3/h, i.e., the pressure drop is 200 Pa at a flow of 600 m3/h is 63 Pa





**Response:**

The ordering party does not accept the proposal of the economic operator and will not change the technical specification.

**32nd Question/Proposal:**

Item 4.10.4 Hepa filter, as explained by the gentleman from Profile Ambulance, looks great on paper but in practice is inefficient. Due to low permeability, the filter requires frequent maintenance that in practice is not performed. We even had complaints because the flow becomes disrupted when the filter clogs. New filters are expensive so the solution is to remove the filters.

**Response:**

Ordering party offered Question 11 as a response.

**33d Question/Proposal:**

Item 6.4.14 Enable the dimension 550 mm +/- 20 mm

**Response:**

The ordering party accepts the proposal of the economic operator and will change the item 6.4.14 of the technical specification by deleting the text:

“Seat width at least 550 mm”

And adding:

“Seat width at least 550 mm +/- 20 mm”

**34th Question/Proposal:**

Item 6.6.3 and 6.6.4 Clearly distinguish whether it is a monobloc stretcher or a detachable stretcher. Define what you consider a stand and what a base of a stretcher.  Regular base without lateral movement if there is no money for pneumatic stand is an emergency service setback.

**Response:**

The ordering party accepts the proposal of the economic operator and will change the item 6.6.3 of the technical specification in such a way that now it states: "Main stretcher of loading type only, version on folding legs with wheels."

We will not change the item 6.6.4. The base of the stretcher is the lower part of the lying surface of the stretcher on which the patient's legs are placed. The stand is the support of the stretcher installed on the floor of the vehicle on which the base of the stretcher is fixed.

**35th Question/Proposal:**

Item 6.7.5 requests the automatic mechanic switch? It can be one or the other.  Please remove the automatic valve switch because the system is too expensive and unnecessary, maintenance is complicated because the repairmen in the institutions can't cope. The sensor cables on the bottle valves are often damaged, and one valve costs EUR 500.00.

**Response:**

The ordering party does not accept the proposal of the economic operator and will not change the item 6.7.5 of the technical specification because the automatic switch from an empty steel bottle to a full steel bottle ensures continuous availability of oxygen to the patient, simplifies work and increases the safety of the emergency workers who, in that case, do not need to leave their seat to perform the procedure manually.

Note: the comment “it can be one or the other” is unnecessary because the switches can be automatic with a mechanical transition/performance, electronic, electrical and other type of performance transition.

**36th Question/Proposal:**

The item 6.8.1 Installation on the bulkhead. Please remove the Slovenian from the specification. It doesn't have to be placed above the driver’s cabin as it is done in Medikop because Medikop is not the standard, try to leave the option of doors being of ProChrome or an equivalent material, as in this solution, where the heating and cooling of the IV with a compressor drive is located on the bulkhead next to the left side of the vehicle lining:  <https://kuula.co/share/collection/7Fg8Z?logo=0&info=0&fs=1&vr=1&initload=0&thumbs=1>

**Response:**

The ordering party partially accepts the proposal of the economic operator and will change the item 6.8.1 of the technical specification in such a way that now it states: “The IV liquids heater which heats the IV liquid at the body temperature +37 °C that needs to be maintained. The temperature is adjusted and monitored through the digital screen. The system must have the option of adjustment of different temperature heating levels.”

**37th Question/Proposal:**

The request in which maintenance is expected to respond within 2 hours and troubleshooting is ideal for fixing tenders to the bidder that has the possibility to lie and does not have the condition to act on the same request.

Nobody can ensure the said request but almost anyone can lie.

Please request for the removal of the defect within 96 hours if a substitute vehicle cannot be provided.

**Response:**

The ordering party does not accept the proposal of the economic operator and will not change the technical specification.

**38th Question/Proposal:**

Furthermore, among the responsible personnel, I would like to see at least five heads of technical services of the institute of emergency medicine who participate in the requirements of the technical specification.

**Response:**

The members of the expert panel are named according to the Decision on the naming of members of the Expert Panel for public procurement.

**39th Question/Proposal:**

The space above the rear door is only available on the T6, which is undergoing a model change and will not be available. Please remove the option of storing anything above the rear door because there is no space there.

As I have the impression that you think I am lying, considering that everyone lies, I will ask you to check all the statements and if I have not explained something clearly, I am available for clarification.

**Response:**

Ordering party offered Question 23 as a response.

**40th Question/Proposal:**

By reviewing the requested technical specification, and internal research, we have obtained information that might benefit the ordering party-investor regarding the preparation and implementation of the public procurement procedure for the ambulances.

1. Base of vehicles that need to be rebuild:

- Based on several technical specification parameters, it is clear that the base of vehicles that need to be rebuild can be 2 groups, with 4 possible models, namely: PORSCHE GROUP: VOLKSVAGEN TRANSPORTER and VOLKSWAGEN CRAFTER, DIAMLEG AG GROUP MERCEDES BENZ SPRINTER and MERCEDES BENZ VITO.

- By checking the availability of the vehicles on the Croatian market and in the EU market, the following data have been obtained- Volkswagen does not ensure for the Transporter model a sufficient quantity of vehicles available for the realisation of this project because the model will be discontinued and there are restrictions in production orders of this vehicle model, i.e., that model cannot be obtained on the EU market due to the transition to a new model that will be available from 2025. Volkswagen Crafter is available for a production order with a delivery deadline of more than 300 days, so for the requested model the delivery deadline would have to be 400 days, or at least 350 days. Mercedes Vito - uncertain delivery deadline, on the Croatia and EU market more than 300 days, but that the model requires certain compromises in the technical specifications (minor corrections of the technical specifications). Mercedes Sprinter - uncertain delivery deadline, on the Croatian and EU market over 350 days.

- Suggestion to the ordering party-investor: enable a delivery deadline of at least 350 days from signing the contract.

**Response:**

The ordering party accepts the proposal made by the economic operator and will specify in the order documentation a delivery deadline of vehicles that are the subject of procurement of 400 days from the date of signing the contract.

**41st Question/Proposal:**

2. Correction of requested certificates:

- Given that the foreign potential bidder also stated at the meeting that it is not appropriate to ask for a dynamic test as evidence in the bid, we agree with that opinion. Given that for a dynamic test it is necessary to perform a so-called “crash test” on an identical vehicle with full equipment, it would be appropriate to ask the bidder (if the ordering party-investor insist on such a test) for a confirmation that he will attach a dynamic test for an identical vehicle with full equipment to the delivery of the vehicle as an integral part of the handover report. With that the ordering party - investor would gain real certainty that they will receive a vehicle that passed all necessary tests. Please note that at the moment it is not known which medical devices will be in the vehicle, and accordingly no serious bidder will strictly confirm that at the moment of these unknowns he can claim to have a dynamic test without being sure which components must be in the vehicle.

**Response:**

The ordering party partially accepts the suggestion of the economic operator and will change the item 2.9 of the technical specification in such a way that now it states:

“Certificate of successfully completed dynamic testing in

in accordance with the HRN EN 1789:2020 standard, namely the following of the mentioned

norm or equivalent. Dynamic testing must be performed for the identical vehicle that is offered in this public procurement and rebuild procedure with a force of 10 G in all 5 (five) directions required by the standard. .“

**42nd Question/Proposal:**

3. Technical specifications:

- Without a deeper analysis, it is evident that the description of the required technical specifications describes the Volkswagen Transporter, offered by the processor Medicop d.o.o.

- We suggest that the interior configuration (setting of elements) is announced in an unambiguous way, in order to avoid any possible appeal, but also to enable other bidders to make their offer transparently.

- We deliver in the attachment the certification on conformity with the norm HRN EN 1789:2020 as we currently have it, for each delivered vehicle separately.

We hope you will accept our suggestion and that we will be able to continue with this project. Taking into account all of the above, with a minimal extension of the delivery deadline and minor corrections to the technical specifications along with unambiguously described required certificates, our company will be able to complete this project within a year.

**Response:**

The corrections of the technical specifications have been done based on the proposals made by the economic operators that were acceptable to the ordering party.

**43d Question/Proposal:**

We are addressing you with questions and proposals from the technical specification mentioned in the preliminary discussions.

The main question is whether it will remain the box or modified van that you are looking for.

PROFILE: the proposal is to take the van because:

* Delivery deadlines of the basic vehicle - shorter for vans
* The modification period is longer whit a box
* Gross weight of the vehicle - the box carries a greater weight, so 3.5 t is highly questionable
* Regarding the price - BOX vehicles are considerably more expensive
* Drivability - more difficult with BOX modification

1 Item 3.2:

a. Patient area dimensions: Length: minimal 2,700 mm

i. PROFILE: In addition to the requested equipment, we suggest that the length of the interior patient department is not shorter than 3150 mm.

**Response:**

The ordering party is purchasing a VAN. The dimension suggested by the economic operator is acceptable, but not as minimal.

2 As mentioned before, item 2.9:

a. Certificate on successfully conducted dynamic test according to the norm HRN EN 1789:2020, i.e., followings to above specified norms or equivalents. The dynamic test must be performed for the offered type B vehicle in this public procurement and rebuild procedure with a force of 10 G in all 5 (five) directions required by the standard.

i. PROFILE: the change we suggest is to hand the document on dynamic testing DURING VEHICLE DELIVERY, so not to limit the competition.

**Response:**

The ordering party accepts the suggestion of the economic operator and will change the item 2.9 of the technical specification by deleting the text:

“Dynamic testing must be performed for the **offered type B vehicle** in this public procurement and rebuild procedure with a force of 10 G in all 5 (five) directions required by the standard.

And adding the text:

“Dynamic testing must be performed for the identical vehicle that is offered in this public procurement and rebuild procedure with a force of 10 G in all 5 (five) directions required by the standard.”

3 The same stands for the item 2.10:

a. In addition to the aforementioned necessary documentation, the offer should also include a Catalogue with all the technical data requested in the technical documentation of the ordering party: the dimensions of the offered ambulance with a detailed upgrade plan, the exterior design (roof, lights, raised side sliding doors, stickers on the vehicle), the entire interior with the layout of the equipment in the most adequate scale from which the dimensions can best be seen. The draft will be taken into consideration as attachment to the contract and will serve as a basis for the technical takeover of the ambulance.

i. PROFILE: part of the equipment is not sufficiently specified, so the catalogue cannot be precise enough to serve as guideline for the takeover. We suggest to follow the offer and technical drafts and catalogues that will be handed in the delivery.

**Response:**

The draft from item 2.10 of the technical specification serves only as a guideline during the monitoring of the rebuilding of the vehicle.

4. Item 2.11:

a. The patient area must be made of stainless, non-hygroscopic and non-flammable material.

i. PROFIL: avoid such specifically defined materials, especially in VAN modifications, the materials are not related to the quality of the modification. It is also applied to other structures (floor coverings and other).

**Response:**

The ordering party does not accept the proposal of the economic operator and will not change the technical specification.

Regarding the interior materials, the norm HRN EN 1789 states:

*„All interior materials shall have a burning rate of less than 100 mm/minute when tested in accordance with ISO 3795:1989.2*

5. Item 3.4. 6:

a. Ready-made additional battery of minimal capacity 80 Ah that needs to be installed under the driver’s seat.

i. PROFILE: the characteristic is too specific and limits the choice of basic vehicles.

**Response:**

The ordering party accepts the proposal of the economic operator and will change the item 3.4.6 of the technical specification in such a way that now it states: Ready-made battery of minimal capacity 80 Ah that needs to be installed outside the patient area.

6. Item 3.5:

a. Air suspension must be at least on the rear axle or independent suspension on all wheels

i. PROFILE: not clear enough if the air suspension is used for level maintenance (airbags only), of complete pneumatic suspension, which improves driving quality.

**Response:**

In item 3.5, the ordering party is asking for the vehicle to be equipped with an air suspension only.

7. Item 4.6.6

a. The location must be equipped with a door of vacuum ABS with a locking system.

i. PROFILE: maybe the translation is bad, but is this a push to close locking mechanism or an actual cabinet lock? Need to be avoided due to complexity.

**Response:**

Item 4.6.6 is to be removed from technical specifications

8. Item 4.6.17

a. The floor must be waterproof, coated with a non-slip cast iron base in accordance with the requirements of HRN EN 1789:2020 or the following specified norms or equivalents.

i. PROFILE: same indications as in the above-mentioned item 2.11

**Response:**

The item 4.6.17 of the technical specification does not require a cast iron floor, there was probably an error during the translation into English.

Correct translation for Point 4.6.17 a is: a. The floor must be waterproof, with casted non-slippery floor covering in accordance with the requirements of HRN EN 1789:2020 or the following specified norms or equivalent.

9. Item 4.6.23

a. All seats in the patient area must be certified and with a 3-point safety belt.

i PROFILE: There should be an indication on how many driver's seats must be in the vehicle.

**Response:**

2 seats must be installed in the patient area:

* a seat on the bulkhead in front of the stretcher, on the left side of the vehicle (viewed in the direction of travel) in accordance with the requirements in item 4.5.15 and
* a seat on the right side of the vehicle (viewed in the direction of travel) in accordance with the requirements in item 4.5.16

10. Item 4.8.7

a. Adjustment of the temperature in the medicine cooler

i PROFILE: The cooler has pre-set operating limits, so the adjustment of the device is an excessive requirement.

**Response:**

Adjustment of the temperature in the medicine cooler is removed from technical specification in item 4.8.7.

11. Item 4.9.1

a. Electric ventilation on the roof of the vehicle with left and right turning direction. An electric ventilator connected to the central system CAN BUS or FlexRay or equivalent, which allows switching on, off and changing the direction of ventilation in the patient area.

i PROFILE: Air flow should be through the cooling-heating unit, but they are not two-way, only one-way.

**Response:**

There is no requirement for a two-way air flow. The requirement is related only to right and left air flow in the patient area.

12. Item 4.10.5

a. The cooling and heating systems must be protected from bacteria and viruses by using the HEPA filter system.

i. PROFILE: due to non-existent solution on the market and the complexity, it is possible to make HEPA filtering of air that flows in the patient area after the cooling and heating system (may also be a bad translation).

**Response:**

Ordering party offered Question 11 as a response.

13. Item 5.2.4

a. Quality minimally as Standby (or equivalent) or better.

i. PROFILE Standby itself is not a quality level (but a brand), so it doesn’t define real needs. Even though we do not have a problem with the brand, it should be better specified to avoid misinterpretations.

**Response:**

Given that “Standby” is a brand, the ordering party accompanied the reference to it with the phrase "or equivalent" in accordance with Article 210 of the Law on Public Procurement 2016

14. Item 6 and 7, in general:

i. PROFILE The identification of different equipment would enable better understanding of the ergonomic needs to be applied.

**Response:**

The ordering party has not yet stipulated contracts for the public procurement of equipment for vehicles. Once the contracts are stipulated, the detailed list and description of the purchased equipment will be provided in the Procurement Documentation.

**44th Question/Proposal**

We are addressing you with questions and proposals from the technical specification mentioned in the preliminary discussions.

The main question is whether it remains the box or modified van that you are looking for.

PROFILE: the proposal is to take the van because:

* Delivery deadlines of the basic vehicle - shorter for vans
* The modification period is longer whit a box
* Gross weight of the vehicle - the box carries a greater weight, so 3.5 t is highly questionable
* Regarding the price - BOX vehicles are considerably more expensive
* Drivability - more difficult with BOX modification

**Response:**

The ordering party is purchasing a VAN.

**45th Question/Proposal**

My colleagues and I reviewed all the technical specifications related to the project for 26 ambulances. We hereby confirm that we can ensure all necessary conditions for the conversion of the chassis in ambulances that are in accordance with the EN ISO 9001, 14001, 45001, 1789 and 13485 standards.

We have several questions and proposals regarding the project:

1) Can you provide us with a platform on which we can register to access the tender documents and submit our offer?

2) We can adhere to all technical specifications and dimensions required for the project. To be sure that we can offer exactly what you seek, could you please clarify the difference between the two digits in the dimension space that needs to be narrower?

3) Regarding the conversion, we suggest only one sliding door on the (right/left) side to make movement of doctors and nurses into the compartment cabin more convenient. However, if it is mandatory to have two sliding doors, we can easily accommodate that request.

4) In the end, we would like to confirm the delivery deadline. Can you tell us how many months will pass after the discussion we had on our online meeting?

Thank you for considering our questions and proposals. We are looking forward to your answer.

**Response:**

1) The ordering party publishes the Invitation to Tender together with the entire procurement documentation on the Electronic Public Procurement Bulletin of the Republic of Croatia. The Documentation will also be sent to the Tenders Electronic Daily.

2) It is unclear to the ordering party to which item of the technical specification the question refers to.

3) Under item 4.3 of the technical specifications there is a request for only one side sliding door

4) The ordering party will extend the delivery time as stated in the answer to question 40.

**46th Question/Proposal**

In accordance with the held meeting and the information that we commented regarding the availability of the vehicles that could meet the requested technical characteristics, it is necessary, on your side, to extend the deadline of the delivery to least 400 days from the date of signing the contract

and definitely increase the planned funds that you have foreseen for the desired number of vehicles due to the fact that vehicles have become significantly more expensive in the last year and the factories no longer offer a price guarantee

and from the above, given the moment of sending the offers and the time required for the production of the vehicle, we face a time difference of more than a year so it is hard to estimate the price increase that will occur during that period, and the funds planned should be increased.

In the technical specifications that you have made, the following items should be changed to ensure a greater opportunity for participation by potential bidders:

**Response:**

The ordering party will extend the delivery deadline as stated in the answer to question 40.

**2 GENERAL CONDITIONS**

2.9 “*Certificate of successfully completed dynamic testing”* - in the offering phase, some versions such as box upgrades have not yet been made and are not listed

**Response:**

The ordering party offered Question 43 as a response.

**4 UPGRADING THE BASIC VEHICLE WITH BUILT-IN EQUIPMENT**

4.3 *“Side sliding doors should have a minimum height of 1,800 mm, measured between the seals, and a minimum width of 660 mm”* - we suggest changing it to a minimum height of 1,750 mm, and a minimum width of 600 mm

**Response:**

The ordering party partially accepts the suggestion of the economic operator and will change the item 4.3 of the technical specification that now states: “Side sliding doors should have a minimum height of 1,750 mm, measured between the seals, and a minimum width of 660 mm.”

The width of 660 mm is defined by the norm for type B vehicles and cannot be reduced.

This Minutes/Report will be made public on the website of the ordering party, the Ministry of Health, Ksaver 200a, Zagreb, so that all information related to the preparation of the public procurement procedure is equally available to all interested economic operators.

EXPERT COMMITTEE FOR PUBLIC PROCUREMENT