



MUNICIPAL ENTERPRISE "SUSISIEKIMO PASLAUGOS"
PROCUREMENT DIVISION

To interested participants
by CPP IS means of correspondence

09/04/2025 No. 2025-SD-525

On informing suppliers

The Public Procurement Commission (hereinafter - the Commission), a permanent commission established by the Municipal enterprise "Susisiekimo paslaugos", is conducting a public procurement procedure for **The traffic light control software, installation, maintenance, additional services and supply of intersection controllers** by means of an open (international) tender procedure, procurement ID 1766705 (hereinafter - the Procurement).

The Commission has received questions from interested suppliers via the Central Public Procurement Information System on the requirements set out in the tender conditions. The Commission has examined the questions and is providing the answers:

1. Question: The term "network of coordinated intersections (corridors)" is used in Clause 22 of the Technical Specification - does this refer only to the current network of corridors already in operation with the adaptive module for real-time optimization, or does it also refer to other corridors? If you are referring to others, please clarify and elaborate on the definition of this term.

Answer: Clause 22 of the Technical Specification specifies that the System shall include a network of coordinated intersections (corridors) based on the corridors developed in the existing SiTraffic Scala. The network of existing transport corridors is publicly available at www.judu.lt:

<https://portal.sisp.lt/portal/apps/experiencebuilder/experience/?id=582dea096a6747dc9e9fe840f9be379d> (Section: Traffic light intersections). This refers to all the corridors shown on the reference map. As an additional clarification, corridors that are coordinated locally (at the level of the controllers) must not be affected. Corridors that are coordinated by switching coordinated control signal plans on existing controllers from the existing Sitraffic Scala software calendar/schedule shall not be impaired and an equivalent coordinated control signal plan switching calendar/schedule shall be created in the new System (Clauses 65-67 of the Technical Specification).



2. Question: Is it planned to integrate the functionality of the adaptive module for real-time optimization also in the corridor controllers within the scope of this project that are currently operating in adaptive fixed coordination mode?

Answer: It is planned to integrate the functionality of the adaptive module for real-time optimization of operating modes in all corridors where the intersection will be repaired and existing controllers will be replaced with new ones, which must be compatible with the adaptive module for real-time optimization of operating modes of the new System (Clause 103.2 of the Technical Specification).

3. Question: Why was it decided to drop the specific number of controllers (210 units) and introduce such significant uncertainty?

Answer: During the market consultation, the Contracting Authority received an enquiry concerning the clarification of the minimum and maximum quantities of controllers to be purchased. The Contracting Authority is not responsible for the schedule, progress and maximum duration of the repairs of the intersections and crossings included in the long-term plan for the 2025-2030 period for the repair of traffic light controlled intersections and crossing. The Contracting Authority has set a minimum and maximum quantity of controllers to be purchased (Clause 96 of the Technical Specification), taking into account all the potential risks (e.g. the duration of the works to repair the intersections will be longer than the 60-month period for supplying the controllers foreseen in the Agreement).

4. Question: The price of Suppliers' controllers varies according to the quantity, how should suppliers in such a situation cost-effectively set their price and plan the necessary resources taking into account this uncertainty when the range of controllers to be purchased can be from 50 units up to 210 units in 5 years?

Answer: When calculating and quoting the price of the controllers, the Supplier must take into account all possible risks associated with a possible change in the economic situation. Clause 5.3.3 of the Special Conditions to the Agreement provides for a review of the rates in the case of changes in price levels. In Clause 97 of the Technical Specification, the Contracting Authority defines indicative ordering plans for controllers and indicative quantities of controller packages and the controllers to be ordered therein for each year of the Agreement, which may facilitate the planning of resources for the production of controllers.

5. Question: Does the development of the controller programmes need to include the programming and implementation of the adaptive module for real-time optimization functionality and public transport priority functionality? Do all these costs need to be factored into the cost of all 210 intersection controllers?

Answer: Yes, the cost of all 210 intersection controllers must include the programming and implementation costs of the adaptive module for real-time optimization of operating modes functionality and the public transport priority functionality.



6. Question: Will the functionality of the adaptive module for real-time optimization only apply to existing intersections where this algorithm is already implemented? Should the cost of calibration work and testing of this functionality be included in the price of the controllers?

Answer: It is planned to implement the functionality of the adaptive module for real-time optimization of operating modes on all controllers where intersection repairs will be carried out and existing controllers will be replaced with new ones, which have to be compatible with the adaptive module for real-time optimization of operating modes of the new System (Clause 103.2 of the Technical Specification). The Supplier shall develop the controller programmes as accurately as possible, but the Contracting Authority understands that during the commissioning of the controllers there may be a need for additional calibration, adjustment and testing of the programmes to take account of changes in traffic flows, and the Supplier shall anticipate the potential costs of calibration, adjustment and testing of the programmes, which can be included in the price of the controllers.

7. Question: What specific criteria or conditions will be applied to the selection of new intersections or replacement controllers to determine whether they must be equipped with the adaptive optimisation module?

Answer: The Contracting Authority plans to procure design services for the repair of intersections. The scope of the design services includes the preparation of intersection designs describing specific criteria or conditions for the controller programmes. The Contracting Authority will provide the necessary information for the development of the controller programmes (e.g. designs) when placing orders for controllers.

8. Question: Is it known how many and which specific intersections will be included in the public transport priority system and whether the controllers for these intersections will have to be programmed in the framework of this procurement agreement? If so, what are the expected volumes of work, bus lines, number of virtual zones? Will the public priority programming work at intersections and the control centre be carried out under this agreement or under a separate agreement? Should the cost of calibrating and testing the public transport priority system be included in the price of the controllers?

Answer: Footnote 3 of Clause 25 of the Technical Specification states that if at the time of installation of the System in Vilnius there are already System manufacturer's controllers installed, the Supplier must configure, run and test the PTP module on the System and on those controllers. The configuration of the PTP module will be adjusted during the installation of the System. The Contracting Authority notes that the development of the functionality of the PTP module will be carried out in a phased manner, with the installation of new controllers in conjunction with the intersection repairs, and that the exact conditions for public transport priority will therefore be specified at the time of ordering of the controllers. Yes, the work for the adjustment/calibration of the PTP module of the System and the programming of the functionality of the controllers with public transport priority will be carried out under this



agreement. The Supplier may include the adjustment/calibration work of the PTP module in the price of the controllers. The Contracting Authority notes that the necessary adjustment/calibration of the PTP module in the System must also be carried out during the development and launch of the controller programmes.

9. Question: Will the Contracting Authority be able to apply a direct payment agreement to the partners of a joint venture (consortium) in the same way as in the case of payment to sub-suppliers, if requested by the responsible partner of the supplier group?

Answer: Clause 5.5.4 of the Special Conditions of the Agreement provides: "In the event that the Supplier is a joint venture partners, the Buyer shall make payments to the managing joint venture partner representing the Supplier, unless the Parties of the Agreement agree otherwise". We clarify that this Clause of the agreement leaves it open to the parties (the joint venture partners) to agree on a different payment method. The Buyer will decide after the conclusion of the Agreement on the possibility to settle directly with all partners, after assessing the settlement terms and risks offered by the other party.

10. Question: If the preparation of the Buyer's server infrastructure is delayed by more than 15 days, will it be possible to extend the time limit for the provision of the services by the same corresponding period?

Answer: If the deadline of 15 working days set out in Clause 4.2 of the Special Conditions of the Agreement is exceeded due to the fault of the Buyer, the Buyer shall not apply liquidated damages (default interest) for the period of time during which the deadline for the preparation of the Buyer's server infrastructure was exceeded due to the fault of the Buyer. We note that Clause 4.2 of the Special Conditions of the Agreement states: "Minor deficiencies in the preparation of the server infrastructure that do not prevent the installation of the System do not extend the Installation Services term".

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