

Procedura aperta n. 16/2024

Questions of April 15, 2024

Question No.1

I would kindly like to ask for clarification regarding the documents mentioned by Torino. Response No.1 refers to document NAV_PE_IM_D.10_R02, where we have at our disposal (downloaded April 12, 2024, 09:57 am) document NAV_PE_IM_D.10_R01_Imb_6_Murazzi_imp_ele_allacc_117. Also, the mentioned document NAV_PE_IM_B.9.7_R01 is not available, whereas document NAV_PE_IM_B.9.6_R01 is in the shared files. Then, the third document downloaded from the platform is NAV_PE_IM_B.9.6_R01_layout_imP_elet where Torino mentions NAV_PE_IM_B.9.6_R02 in the response. In short, we want to ensure that we base any possible proposal on accurate and reliable documents, thus ensuring solidity and coherence in our initiatives.

Response No. 1

Regarding the two graphical tables mentioned in the question, the following is specified:

- Table NAV_PE_IM_D.10_R01 (published as an attachment to the tender) and table NAV_PE_IM_D.10_R02 mentioned in the previous response to the questions differ in layout, but not in content; however, table NAV_PE_IM_D.10_R02 is also published.
- In the responses to the previous questions, table NAV_PE_IM_B.9.7_R01 was erroneously indicated instead of table NAV_PE_IM_B.9.6_R01 already published as an attachment to the tender;
- Table NAV_PE_IM_B.9.6_R01 (published as an attachment to the tender) and table NAV_PE_IM_B.9.6_R02 mentioned in the previous response to the questions differ in layout, but not in content; however, table NAV_PE_IM_B.9.6_R02 is also published.

Questions of April 16, 2024

Question No.1

Kindly clarify if all the technical questions regarding the tender project (and respective answers) posed for the previous analogous procedure (p.a. 84/2023) can be considered valid for this one as well.

Response No. 1

The current procedure is distinct from the previous one; therefore, it is not possible to consider the questions already presented for the previous one as entirely applicable. Specific, relevant requests must be submitted to which responses will be provided.

Question No. 2

Regarding point 6.2.b of the Tender Specifications.

The subject of the contract referred to in point 3 of the Tender Specifications includes: "a boat, two electric charging columns, moorings for the safe positioning of boats (plus an optional second boat with the same technical and performance characteristics as the first boat)", thus suggesting that the design is part of the supply. Also, in the economic offer according to model 1-7, the design is not considered separately but as part of the supply itself. On these grounds, the rationale behind the requirement in point 6.2.b is requested, and the possibility of its removal from the documentation is questioned. This request is based on the assumption that in this supply, and in similar ones for which documentation is required, design is evidently an integral part of the supply, and therefore separate documentation, as required in point 6.2.b, is impossible.

Response No. 2

The requirement specified in point 6.2.b of the Tender Specifications is requested because the design and construction of the boats can be carried out by different entities (for example, grouped in Temporary Business Associations), and therefore it is necessary for the economic operator responsible for the design to demonstrate adequate professional requirements; in the event that an economic operator participates individually in the tender procedure, it must still demonstrate possession of both the requirements specified in points 6.2.a and 6.2.b.

Question No. 3

In the technical specification "for the supply of n. 1 full electric boat for navigation on the river Po in Torino (and optional supply of an additional full electric boat), of the related electric charging columns and moorings for the dry positioning of the boats," the following is reported:

ART. 1 SUBJECT OF THE SUPPLY

"The supply in question must obligatorily comply with all the following minimum / maximum / mandatory characteristics:

MINIMUM CHARACTERISTICS:

...

material to be used for the construction of the hull: light alloy;"

Subsequently, in the same article, on page 4, this obligation seems confirmed, albeit within different design solutions.

"The design documentation set out in the tender (technical specification; project report; general plan; preliminary single-line diagram; passenger transport render booklet) constitutes the guideline on which to develop the technical offer, which may provide different design solutions with the obligation that these solutions comply with current regulations (including Rina certifications) and are in conformity with the aforementioned minimum / maximum / mandatory characteristics (non-negotiable elements);"

Therefore, in the TENDER SPECIFICATIONS

17.1 EVALUATION CRITERIA OF THE TECHNICAL OFFER AND THE ECONOMIC OFFER
Table of discretionary (D), quantitative (Q), and tabular (T) criteria for evaluating the technical offer

At point 6, it reads:

"Improvements on the materials used for the construction of the boat (e.g., tempered glass for windows, composite / fiber-reinforced materials for the hull)"

Which would make the construction of the hull in composite fiber-reinforced material admissible.

This entity is asked whether it is possible to use materials other than light alloy for the construction specified in the Tender.

Response No. 3

As indicated in the Tender, the requirement of "light alloy" for the construction of the hull is a minimum requirement, so any equivalent or superior solution (including the solution of composite materials with fiber reinforcement) may be considered admissible.

Questions of April 22, 2024

Question No.1

With reference to the document "Technical Specification Passenger Transport Navigation on the river Po", par. 868: "The charging of the boat will take place on the only preferred right side to which it will moor at the Murazzi stop and for the stop at the Darsena. The charging point closable to the bulwark shall be provided forward of the boarding platform so as to be able to close the same hatches during the boat charging phases." It is asked whether the "same hatches" to be closed during the boat charging phases are essentially hatch covers for the lift-up sockets hinged with openings underneath to allow the passage of power cables when closed.

Response No. 1

It is confirmed that the hatches indicated in the documentation published as an attachment to the tender have the purpose of allowing the passage of power cables once closed.

Question No. 2

"Inside the charging box, two sockets for standard CCS2 type DC connectors must be provided (one per battery group) with a minimum fast charge of 70 kW." Confirmation is requested that the expressions "charging point" and "charging box" refer to the CCS2 connectors on board the boat.

Response No. 2

It is confirmed that the connectors specified in the documentation published as an attachment to the tender are of type CCS2.

Question No. 3

We have designed, built, and certified a boat with the same characteristics as the one in the tender, delivered to the city of Verbania in November 2023 and in service for the company of the same name, called VCO Trasporti. The agreement signed on 15/05/2023 is a lease contract with a purchase option worth 900k euros. Can this contract be used to demonstrate possession of requirement 6.2.a?

Response No. 3

Only the sum of the lease payments received in the reference triennium (prior to the publication date of the tender: March 26, 2024) can be used; neither those received after nor the possible purchase price, if later, can be included.

Question No. 4

We do not have an invoice attesting to the requirement of the design specified in point 6.2.b of the tender because the payment for the design is included, implicitly, in the aforementioned agreement. However, all the technical documentation (drawings, reports, calculations) sent for certification for Navigation in Community Inland Waters to the Technical Entity Rina Services Spa was signed by personnel of the Company and is on the company's letterhead; furthermore, it is approved and stamped by Rina. Can we present such approved documentation to the Technical Entity, signed and endorsed by the company, as proof of compliance with requirement 6.2.b?

Response No. 4

Documentation must be provided from which it is possible to unequivocally deduce the performance of the design activity and its amount (such as project documentation signed by the company in question, on which the protocol or acceptance stamp by authorities responsible for issuing opinions or authorizations on the project drafted is indicated); failing that, the proof will not be considered provided.

Question No. 5

We read in the tender that we must present some photorealistic images of the offered boat; wanting to present a layout identical to that proposed in the technical specification, would it be possible to make available the 3D CAD file of the structure above the deck? If yes, could the .igs or .stp cad format be provided?

Response No. 5

Modifiable graphic files are not provided; all documents requested in the tender documentation must be produced by those participating in the tender.

Question dated April 29, 2024

Question No.1

Our company operating in a foreign country belonging to the European Union designs and sells boats of the type requested in the tender. For the purpose of proving possession of the requirement referred to in point 6.2 b) of the Tender Specifications, clarification is requested as to whether it may be considered sufficient to produce a declaration from a private client attesting to having purchased a boat from our company, specifying separately the cost for design and that for construction as well as the period of execution. In the event of a negative response, please indicate any additional documents that may be necessary under the circumstances to demonstrate possession of this requirement.

Response No. 1

Article 6.2 of the tender specifications provides, both in point a) List of similar supplies and in point b) List of similar designs, The proof of the requirement is provided: In the case of supplies provided to private clients, by one of the following methods: ▪ original or authentic copy of certificates issued by the private client, indicating the object, amount, and period of execution. Declarations or other documentation issued by individuals attesting to the possession of the requirements within the mentioned terms are also accepted.