

**The preparatory market consultations pursuant to Section 25 of Act No. 343/2015 Coll., on public procurement and on amendment of certain other legislative acts, as amended**

Toll and payment collection for the use of traffic infrastructure in the Slovak Republic

**Questionnaire for the preparatory market consultations**

Version 12/ 12/ 2019

Supplier: ..... (company name, designation).....

Registered seat: .....

Contact person, e-mail address, phone number: .....

**Aim of preparatory market consultations**

The National Highway Company (hereinafter the referred to as the “Public Procurement Organisation”) intends to engage in public procurement which should result in one or more contracts ensuring implementation of tolls for use of traffic infrastructure in Slovakia (the “Project”). A more detailed description of the Project can be found in stand alone document nds.201912.systems overview v1.0. *The aims of the preparatory market consultations are*

*(i) preparation and informing of economic subjects regarding the planned public procurement / Project procurement approach;*

*(ii) a request for advice from market participants (“suppliers”) which can be used during planning and/or implementation of the public procurement / Project procurement approach (hereinafter collectively referred to as the “Objective”).*

*For the aforementioned Objective of preparatory and market consultations, the Public Procurement Organisation needs to obtain in particular suppliers’ opinions regarding the structure, characteristics and scope of the toll collection solution for use of defined segments of roads as a basis for setting the requirements for the subject of public procurement.*

*The Public Procurement Organisation reserves the right to ask additional questions and/or to call upon a certain supplier to clear up certain responses during a discussion in person or via teleconferencing. However, the Public Procurement Organisation shall always act in a manner that does not disrupt economic competition and does not breach the principle of non-discrimination or the principle of transparency.*

*Realisation of market consultations shall not oblige the Public Procurement Organisation to engage in public/project procurement.*

**Instructions for questionnaire completion**

*Select your response by checking the box (☐), bearing in mind that multiple or all responses may be selected, and you may also opt to select no response.*

*Additional information and explanations regarding your responses should be stated in a separate attachment, and your responses should include a reference to the relevant attachment to the questionnaire.*

*For each question, you have the opportunity to suggest at your own discretion also a response other than those specified below. In such case, label the response with the phrase "Other..." and include a reference to the relevant attachment hereto containing your response.*

*Please send the completed questionnaire to the address: jan.volenik@ndsas.sk, no later than by 17<sup>th</sup> of January 2020.*

## Questions and answers

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1. What role would your company like to carry out as a supplier as regards ensuring toll collection for use of defined road segments in the Slovak Republic?	<input type="checkbox"/> Main provider of toll services <input type="checkbox"/> EETS provider <input type="checkbox"/> System integrator and supplier of specific solutions <input type="checkbox"/> Supplier of technical components <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
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2. What is your preferred focus?	<input type="checkbox"/> Distance-based toll collection <input type="checkbox"/> Time-based charging (e-vignettes) <input type="checkbox"/> Vehicle control on the defined road segments <input type="checkbox"/> Providing of services to users of traffic infrastructure via commercial locations <input type="checkbox"/> Providing of traffic telematic services along a traffic route <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
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3. Which of the specified supplier models do you regard as economically and operationally the most beneficial for the Public Procurement Organisation?	<input type="checkbox"/> Delivery of systems and components to the Public Procurement Organisation and their operation using the Public Procurement Organisation's own resources <input type="checkbox"/> Delivery of systems and components to the Public Procurement Organisation and their subsequent operation for the Public Procurement Organisation in its name <input type="checkbox"/> Comprehensive ensuring of processes (outsourcing) <input type="checkbox"/> Comprehensive ensuring of processes (outsourcing) with handover of service components to the Public Procurement Organisation at the end of the service operation period <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
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4. What is your professional opinion regarding realisation of the Project from the point of view of the overall	<input type="checkbox"/> It is most beneficial to realise the Project as a single integrated whole system, including distance-based toll collection <input type="checkbox"/> It is most beneficial to realise two individual Projects for (i) distance-based toll collection and (ii) time-based toll
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<p>approach to the subject and scope of the Project?</p>	<p>collection, which will include checking of vehicles in the required extent of alternatives i and ii</p>
	<p><input type="checkbox"/> It is most beneficial to realise three individual Projects for (i) distance-based toll collection and for (ii) time-based toll collection and for (iii) vehicle control</p> <p><input type="checkbox"/> It is most beneficial to realise two individual Projects for (i) comprehensive distance-based and time-based toll collection and (ii) vehicle control</p> <p><input type="checkbox"/> Other ..... (complete)</p>
<p>5. Please explain why you consider the alternative indicated in point 4 to be the most beneficial.</p>	<p><input type="checkbox"/> We are providing the explanation in Attachment No..... (complete)</p>
<p>6. What contract duration do you consider reasonable in view of the economic benefits of the Project?</p>	<p><input type="checkbox"/> Less than 5 years</p> <p><input type="checkbox"/> 5 to 9 years</p> <p><input type="checkbox"/> 10 to 12 years</p> <p><input type="checkbox"/> 12 to 15 years</p> <p><input type="checkbox"/> Other ..... (complete)</p> <p><input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)</p>
<p>7. What period of time do you consider reasonable for preparation of the Project or its productive operation (e.g. total duration of the phases of proposal, development, testing, pilot operation, migration and transition to productive operation)?</p>	<p><input type="checkbox"/> Less than 6 months</p> <p><input type="checkbox"/> 6 to 9 months</p> <p><input type="checkbox"/> 10 to 12 months</p> <p><input type="checkbox"/> 13 to 15 months</p> <p><input type="checkbox"/> 16 to 18 months</p> <p><input type="checkbox"/> Other ..... (complete)</p> <p><input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)</p>
<p>8. What period of time do you consider reasonable for preparation of an information campaign intended to address users of defined traffic zones and administrative tasks related to the transition to a new toll system (e.g. new registration of vehicles, issuance of new OBU, etc.)?</p>	<p><input type="checkbox"/> 1 month</p> <p><input type="checkbox"/> 2 to 3 months</p> <p><input type="checkbox"/> 4 to 6 months</p> <p><input type="checkbox"/> More than 6 months</p> <p><input type="checkbox"/> Other ..... (complete)</p> <p><input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)</p>
<p>9. What period of time do you consider reasonable for performance of test operation (productive operation with toll collection / payment for motorway stickers)?</p>	<p><input type="checkbox"/> 1 month</p> <p><input type="checkbox"/> 2 to 3 months</p> <p><input type="checkbox"/> 4 to 6 months</p> <p><input type="checkbox"/> More than 6 months</p> <p><input type="checkbox"/> Other ..... (complete)</p>

	<input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
10. What period of time do you consider reasonable for ending the operation of the system/ services for toll collection and settlement of all payables and receivables?	<input type="checkbox"/> 1 month <input type="checkbox"/> 2 to 3 months <input type="checkbox"/> 4 to 6 months <input type="checkbox"/> More than 6 months <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
11. What period of time do you consider reasonable for handover of system/service components to the Public Procurement Organisation after the ending of operation of the service and settlement of payables and receivables (to the extent relevant)?	<input type="checkbox"/> 1 month <input type="checkbox"/> 2 to 3 months <input type="checkbox"/> 4 to 6 months <input type="checkbox"/> More than 6 months <input type="checkbox"/> The question is not relevant, and we recommend with regard to question 3 that the Public Procurement Organisation should offer ownership of the components already prior to the phase of putting the toll system into operation <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
12. When soonest in your opinion, with your response to question 3 taken into consideration, will it be more beneficial for the Public Procurement Organisation to realise the transfer of system/service components to the Public Procurement Organisation's ownership?	<input type="checkbox"/> Prior to the commencement of toll collection system <input type="checkbox"/> Initially no later than .....(complete) years after the commencement of the toll collection operation phase <input type="checkbox"/> Following the end of the toll system commissioning phase and settlement of payables and receivables in relation to the toll payer <input type="checkbox"/> By the date when the operation of the toll system is ended <input type="checkbox"/> At other times ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
13. In your opinion, under what conditions should the transfer of system/service components to the Public Procurement Organisation's ownership occur?	<input type="checkbox"/> We are specifying the conditions for the transfer of system/service components in Attachment .....(complete)
14. What type of supplier model for securing on-board units (OBU) do you consider economically most beneficial, with it understood that the OBU are and will continue to be provided to the end user free of charge?	<input type="checkbox"/> Delivery of OBU to the Public Procurement Organisation, which shall provide the OBU to users against a refundable security deposit <input type="checkbox"/> Providing of OBU in the form of a service to the Public Procurement Organisation, with the OBU intended solely for use within Slovakia

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	<input type="checkbox"/> Providing of OBU in the form of a service to the Public Procurement Organisation, with the OBU being usable within the scope of interoperability also in other EU member states <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
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15. What types of technology do you prefer for ensuring distance-based toll collection within defined road segments?	<input type="checkbox"/> GPS <input type="checkbox"/> Mobile communications <input type="checkbox"/> 5.8 GHz microwave technology <input type="checkbox"/> A system for automatic detection of vehicle registration numbers <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
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16. What types of technology do you prefer for ensuring time-based toll collection within defined road segments?	<input type="checkbox"/> GPS <input type="checkbox"/> Mobile communications <input type="checkbox"/> 5.8 GHz microwave technology <input type="checkbox"/> A system for automatic detection of vehicle registration numbers <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
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17. What types of functional solutions for toll collection do you prefer as regards the toll payment system?	<input type="checkbox"/> Pre-pay solutions <input type="checkbox"/> Post-pay solutions <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
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18. What types of functional solutions for toll collection do you prefer as regards the time-based toll payment system?	<input type="checkbox"/> Pre-pay solutions <input type="checkbox"/> Other ..... (complete)
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19. What type of use of OBU is most beneficial in your opinion?	<input type="checkbox"/> Mandatory for all vehicles <input type="checkbox"/> Mandatory only for heavy vehicles weighing more than 3.5 tonnes, including vehicles exempt from tolls <input type="checkbox"/> Mandatory only for heavy vehicles weighing more than 3.5 tonnes, except for vehicles exempt from tolls <input type="checkbox"/> Optional <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
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<p>20. Is it appropriate in your opinion to implement an option of toll payment in advance based on specification of the road, travel time and vehicle category for occasional users (payment of tolls without the need to use an OBU)?</p>	<p><input type="checkbox"/> Yes, it is beneficial within the entire network of defined traffic routes</p> <p><input type="checkbox"/> Yes, but it is beneficial to implement it only in certain specific transit corridors within the TEN-T network</p> <p><input type="checkbox"/> No, we do not consider such a solution to be beneficial</p> <p><input type="checkbox"/> Other ..... (complete)</p> <p><input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)</p>
<p>21. Which system architecture do you prefer for OBU?</p>	<p><input type="checkbox"/> A thick client, which generates and submits vehicle identification details and tabulated toll transactions</p> <p><input type="checkbox"/> A thin client, which generates vehicle identification and position data (autonomous systems using GPS)</p> <p><input type="checkbox"/> Other ..... (complete)</p> <p><input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)</p>
<p>22. What type of functional architecture do you prefer for OBU as regards maintenance of a vehicle toll account?</p>	<p><input type="checkbox"/> The vehicle toll account should be maintained only at the level of the OBU (the balance of the toll account shall be kept in the OBU memory)</p> <p><input type="checkbox"/> The toll account for the vehicle shall be maintained only at the central system level</p> <p><input type="checkbox"/> The toll account for the vehicle shall be maintained at the level of the OBU and at the central system level</p> <p><input type="checkbox"/> Other ..... (complete)</p> <p><input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)</p>
<p>23. What in your opinion is a reasonable price for delivery of 1,000 on-board units based on your preferred solution?</p>	<p><input type="checkbox"/> Less than 10 thousand EUR</p> <p><input type="checkbox"/> 11 thousand to 25 thousand EUR</p> <p><input type="checkbox"/> 26 thousand to 50 thousand EUR</p> <p><input type="checkbox"/> 51 thousand to 75 thousand EUR</p> <p><input type="checkbox"/> 76 thousand to 90 thousand EUR</p> <p><input type="checkbox"/> 91 thousand to 100 thousand EUR</p> <p><input type="checkbox"/> 101 thousand to 110 thousand EUR</p> <p><input type="checkbox"/> 111 thousand to 125 thousand EUR</p> <p><input type="checkbox"/> 126 thousand to 150 thousand EUR</p> <p><input type="checkbox"/> 151 thousand to 200 thousand EUR</p> <p><input type="checkbox"/> More than 200 thousand EUR</p> <p><input type="checkbox"/> Other ..... (complete)</p> <p><input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)</p>

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24. What in your opinion is a reasonable price for providing (OBU are the supplier's property) and operation of 1,000 on-board units for 1 calendar month (30 days) based on your preferred solution?
- Less than 0.5 thousand EUR
  - 0.5 thousand to 1 thousand EUR
  - 1 thousand to 2.5 thousand EUR
  - 2.5 thousand to 5 thousand EUR
  - 5 thousand to 10 thousand EUR
  - More than 10 thousand EUR
  - Other ..... (complete)
  - Explanation and additional information regarding our response is attached in attachment ..... (complete)
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25. What types of components do you consider suitable to use for ensuring control of vehicle infractions in electronic toll collection zones as the most economically and operationally beneficial?
- Stationary control equipment located within defined road segments with subsequent resolution of infractions by the relevant authorities
  - Mobile or portable control equipment located within defined road segments with subsequent resolution of infractions by the relevant authorities
  - Mobile control using a monitoring vehicle with resolution of infractions on-site
  - Other ..... (complete)
  - Explanation and additional information regarding our response is attached in attachment ..... (complete)
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26. What types of components do you consider suitable to use for ensuring control of vehicle infractions in e-vignette as the most economically and operationally beneficial?
- Stationary control equipment located within defined road segments with subsequent resolution of infractions by the relevant authorities
  - Mobile or portable control equipment located within defined road segments with subsequent resolution of infractions by the relevant authorities
  - Mobile control using a monitoring vehicle with resolution of infractions on-site
  - Other ..... (complete)
  - Explanation and additional information regarding our response is attached in attachment ..... (complete)
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27. How would you recommend designing the control system for verification of toll payments on motorways and high-speed roadways, so that the control system is economically and operationally efficient?
- One control device every 20 km along defined routes on motorways and high-speed roads
  - One control device every 40 km along defined routes on motorways and high-speed roads
  - One control device every 60 km along defined routes on motorways and high-speed roads
  - One control device every 80 km along defined routes on motorways and high-speed roads
  - One control device every 100 km along defined routes on motorways and high-speed roads
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	<input type="checkbox"/> One control device every designated point exceeding 100 km along defined routes on motorways and high-speed roads <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
<p>28. How would you recommend designing the control system for verification of e-vignettes on motorways and high-speed roadways, so that the control system is economically and operationally efficient?</p>	<input type="checkbox"/> One control device every 20 km along defined routes on motorways and high-speed roads <input type="checkbox"/> One control device every 40 km along defined routes on motorways and high-speed roads <input type="checkbox"/> One control device every 60 km along defined routes on motorways and high-speed roads <input type="checkbox"/> One control device every 80 km along defined routes on motorways and high-speed roads <input type="checkbox"/> One control device every 100 km along defined routes on motorways and high-speed roads <input type="checkbox"/> One control device every designated point exceeding 100 km along defined routes on motorways and high-speed roads <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
<p>29. How would you recommend designing the control system for verification of toll payment along defined 1st-class, 2nd-class and 3rd-class roads for which tolls are charged, so that the control system is economically and operationally efficient?</p>	<input type="checkbox"/> One control device every 20 km along defined routes for which tolls are charged <input type="checkbox"/> One control device every 40 km along defined routes for which tolls are charged <input type="checkbox"/> One control device every 60 km along defined routes for which tolls are charged <input type="checkbox"/> One control device every 80 km along defined routes for which tolls are charged <input type="checkbox"/> One control device every 100 km along defined routes for which tolls are charged <input type="checkbox"/> One control device at every designated location exceeding 100 km along defined routes for which tolls are charged <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
<p>30. How would you recommend setting the number of monitoring vehicles for mobile control of toll payments, so that the control system is economically and operationally efficient?</p>	<input type="checkbox"/> One monitoring vehicle every 50 km along defined routes for which tolls are charged <input type="checkbox"/> One monitoring vehicle every 100 km along defined routes for which tolls are charged <input type="checkbox"/> One monitoring vehicle every 150 km along defined routes for which tolls are charged <input type="checkbox"/> One monitoring vehicle every 200 km along defined routes for which tolls are charged



	<input type="checkbox"/> One monitoring vehicle at every designated location exceeding 200 km along defined routes for which tolls are charged <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
<p>31. How would you recommend setting the number of monitoring vehicles for mobile control of payments for e-vignettes, so that the control system is economically and operationally efficient?</p>	<input type="checkbox"/> One monitoring vehicle every 50 km along defined routes for which motorway stickers are required <input type="checkbox"/> One monitoring vehicle every 100 km along defined routes for which motorway stickers are required <input type="checkbox"/> One monitoring vehicle every 150 km along defined routes for which motorway stickers are required <input type="checkbox"/> One monitoring vehicle every 200 km along defined routes for which motorway stickers are required <input type="checkbox"/> One monitoring vehicle every designated point exceeding 200 km along defined routes for which motorway stickers are required <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
<p>32. What channels would you recommend for ensuring customer service in electronic toll collection as the most economically and operationally beneficial?</p>	<input type="checkbox"/> Commercial locations (physical businesses) with a regular range of services (regular services except for entering into contracts about the terms of subsequent payment of tolls) <input type="checkbox"/> Commercial locations with an expanded range of services (all services including entry into contracts on the terms of subsequent payment of tolls) <input type="checkbox"/> Commercial locations equipped with automatic kiosks (unstaffed) <input type="checkbox"/> Mobile commercial locations with a regular range of services <input type="checkbox"/> The internet, including self-care zones <input type="checkbox"/> Mobile technology, including self-care zones <input type="checkbox"/> Customer support by telephone <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
<p>33. What channels would you recommend for ensuring customer service for collection of e-vignettes fees as the most economically and operationally beneficial?</p>	<input type="checkbox"/> Commercial locations (physical businesses) with a regular range of services (regular services except for entering into contracts about the terms of subsequent payment of tolls) <input type="checkbox"/> Commercial locations equipped with automatic kiosks (unstaffed) <input type="checkbox"/> Mobile commercial locations with a regular range of services <input type="checkbox"/> The internet, including self-care zones

	<input type="checkbox"/> Mobile technology, including self-care zones <input type="checkbox"/> Customer support by telephone <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
34. How would you propose setting up the network of commercial locations for electronic toll collection, so that providing of customer service is economically and operationally efficient?	<input type="checkbox"/> One commercial location at every designated point less than 25 km along a defined route <input type="checkbox"/> One commercial location every 25 km along a defined route <input type="checkbox"/> One commercial location every 50 km along a defined route <input type="checkbox"/> One commercial location every 70 km along a defined route <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
35. How would you propose setting up the network of commercial locations for e-vignettes, so that providing of customer service is economically and operationally efficient?	<input type="checkbox"/> One commercial location at every designated point less than 25 km along a defined route <input type="checkbox"/> One commercial location every 25 km along a defined route <input type="checkbox"/> One commercial location every 50 km along a defined route <input type="checkbox"/> One commercial location every 70 km along a defined route <input type="checkbox"/> One commercial location per designated area with 10,000 inhabitants <input type="checkbox"/> One commercial location per designated area with 25,000 inhabitants <input type="checkbox"/> One commercial location per designated area with 50,000 inhabitants <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
36. The aim of the Project is to ensure for the Public Procurement Organisation the necessary support and/or performance of activities (i) of a main provider of toll services and (ii) of the toll authority as defined by Directive 2019/520/EU. How would you recommend separating the architecture of the toll system solution as regards activities falling within the group according to points i and ii above?	<input type="checkbox"/> We consider it most beneficial to resolve the system and/or services for toll collection as a single integrated whole system, without the opportunity to separate specific functional models into groups according to points i and ii. <input type="checkbox"/> We consider it most beneficial to resolve the system and/or services for toll collection as two logically and materially separated whole systems, one for the toll service provider's activities and one for the toll collection authority's activities, and to operate these whole systems via an open interface. <input type="checkbox"/> We consider it most beneficial to resolve the system and/or toll collection services as two partially logically and materially separated systems, one for the activities of the toll service provider and one for the toll collection authority's activities, and to operate these whole systems via an open interface, but to resolve certain agendas jointly for both groups, such as by maintaining accounting records, files, etc.

	<input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
37. To what extent is your toll collection solution prepared to support the GDPR?	<input type="checkbox"/> We have at our disposal a verified solution, which complies with the requirements of the GDPR for personal data administrators <input type="checkbox"/> We have at our disposal a verified solution, which complies with the requirements of the GDPR for personal data processors <input type="checkbox"/> We are prepared to implement compliance with the GDPR requirements in our offered solution <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
38. To what extent is your toll collection solution prepared to support eIDAS?	<input type="checkbox"/> We have at our disposal a verified solution, which complies with the requirements of the eIDAS for a public sector organisation <input type="checkbox"/> We are prepared to implement compliance with the eIDAS requirements in our offered solution <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
39. What metrics would you recommend using to control toll collection quality?	<input type="checkbox"/> End-to-End accuracy of toll collection CM-E2E-1 according to ISO TS 17444-1 <input type="checkbox"/> End-to-End probability of a toll collection error involving overcharging CM-E2E-2 according to ISO TS 17444-1 <input type="checkbox"/> End-to-End probability of a toll collection error involving undercharging CM-E2E-3 according to ISO TS 17444-1 <input type="checkbox"/> End-to-End probability of delayed transactions CM-E2E-1 according to ISO TS 17444-1 <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
40. What minimum values would you recommend setting for your preferred metrics for control of toll collection quality based on their definitions according to ISO TS 17444-1 and ISO TS 17444-2?	<input type="checkbox"/> End-to-End accuracy of toll collection: ..... % <input type="checkbox"/> End-to-End probability of toll collection error: ..... % <input type="checkbox"/> End-to-End probability of a toll collection error involving undercharging: ..... % <input type="checkbox"/> End-to-End probability of delayed transactions: ..... % <input type="checkbox"/> Other ..... (complete)

	<input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
41. What metrics would you recommend using for control of the quality of partial services (functional modules) other than those specified in points 39 and 40 above?	<input type="checkbox"/> Time-based availability of partial services, meaning the time during which a partial services flawlessly fulfilled its function during the monitored period <input type="checkbox"/> Response time of the partial service, meaning the time during which the user of the service must wait for handling of the request (in situations when this is relevant) <input type="checkbox"/> The probability of an error in the outcome of a partial service, if relevant <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
42. To follow up regarding your response to question 41 please specify your recommended metrics for individual partial services / functional modules for your solution.	<input type="checkbox"/> We are specifying the metrics that we consider most beneficial in Attachment No. .... (complete) <input type="checkbox"/> The required values for individual metrics that we consider the most beneficial are specified in Attachment No. .... (complete)
43. How would you recommend that the Public Procurement Organisation should ensure fulfilment of the requirements of Article 7 of Directive 2019/520/EU?	<input type="checkbox"/> We are providing our suggestions in Attachment No..... (complete)
44. How would you recommend structuring the calculation of remuneration for providing of customer service for electronic toll collection?	<input type="checkbox"/> Variable remuneration based on the number of transactions <input type="checkbox"/> Variable remuneration based on the percentage of commission derived from the sum of collected payments <input type="checkbox"/> Variable remuneration based on the number of conducted toll transactions <input type="checkbox"/> Time-based remuneration based on the scope of services (e.g. the number of commercial locations in operation) <input type="checkbox"/> Fixed flat-rate remuneration <input type="checkbox"/> A combination of the aforementioned options and our indicated approaches <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
45. How would you recommend structuring the calculation of remuneration for providing of customer service for e-vignettes payment collection?	<input type="checkbox"/> Variable remuneration based on the number of transactions <input type="checkbox"/> Variable remuneration based on the percentage of commission derived from the sum of collected payments <input type="checkbox"/> Time-based remuneration based on the scope of services (e.g. the number of commercial locations in operation) <input type="checkbox"/> Fixed flat-rate remuneration

	<input type="checkbox"/> A combination of the aforementioned options and our indicated approaches <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
46. How would you recommend structuring the calculation of remuneration for system operation or providing of partial services other than those specified in questions 44 and 45 above?	<input type="checkbox"/> Variable remuneration based on the percentage of commission derived from the sum of collected payments <input type="checkbox"/> Variable remuneration based on the number of conducted transactions, such as toll transactions and transactions for payment of fees <input type="checkbox"/> Time-based remuneration based on the scope of services (e.g. the number of control devices in operation) <input type="checkbox"/> Fixed flat-rate remuneration <input type="checkbox"/> A combination of the aforementioned options and our indicated approaches <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
47. How would you recommend structuring the calculation of remuneration for payments made using fuel and/or other credit or debit cards?	<input type="checkbox"/> Commission-based, remuneration set by a percentage of conducted payment transactions, at a single percentage rate (blended rate) <input type="checkbox"/> Commission-based, remuneration set by a percentage of conducted payment transactions, at a differentiated percentage rate based on actual proven costs incurred by the issuer of the fuel and/or other credit or debit card <input type="checkbox"/> Fixed flat-rate remuneration <input type="checkbox"/> Other ..... (complete) <input type="checkbox"/> Explanation and additional information regarding our response is attached in attachment ..... (complete)
48. What criteria for evaluating offers do you consider most beneficial for fulfilment of the purpose, which is selection of the most economically and operationally beneficial solution for implementing fees for use of defined roadways from the Public Procurement Organisation's point of view?	<input type="checkbox"/> The criterion of the lowest price; an explanation of our response can be found in the attachment ..... (complete) <input type="checkbox"/> The criterion of the best ratio of price and quality; an explanation of our recommendation for how to evaluate quality and its rationale can be found in Attachment No. .... (complete) <input type="checkbox"/> The criterion of costs for use of the cost effective approach, particularly including costs incurred during the life cycle; our recommendation for how to evaluate cost effectiveness and its rationale can be found in Attachment No. .... (complete)
49. Please state any other information that you consider relevant in relation to the Project and/or the subject of the public contract for delivery and/or services	<input type="checkbox"/> We are providing the explanation in Attachment No..... (complete)

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relating to ensuring toll collection and  
related public procurement.

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In ..... dated .....

For the Supplier:

.....

(signature)

.....

(full name and position of the signatory)