



ADVANCING
PUBLIC
TRANSPORT

› REPORT

BUS TENDER STRUCTURE

3rd
EDITION
INCLUDING
TENDERING
FOR E-BUSES

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Table of content

05	Foreword
06	Introduction
09	 CITY STRATEGIES
13	 PUBLIC TRANSPORT AUTHORITY AND OPERATIONAL TARGETS
17	 STRUCTURE AND CONTENT OF THE TENDER DOCUMENT
20	1 Main characteristics (summary) of the tender
21	2 Buyer and contact persons
21	3 Procedure
22	4 Tender time table
23	5 Legal requirements and standards
23	6 List of legal documentation and company-related information
25	7 Tender evaluation criteria including LCC concept
28	8 Presentation of the offer
30	9 Functional and technical specifications
39	10 Maintenance documentation
42	11 Spare parts
43	12 Training
45	13 Financial conditions
47	14 Vehicle warranty
49	15 Vehicle availability/unavailability
51	16 Change and acceptance procedures
54	17 Electromobility
71	ANNEXES
72	ANNEXE I: Glossary of terms
76	ANNEXE II: Legal requirements and standards (Internet sources)
80	ANNEXE III: Main business models for competitive tendering in buses (schemas)
85	ANNEXE IV: Environmental calculations
90	ANNEXE V: UITP Publications

Foreword

The European bus market is currently changing rapidly with regards to forthcoming regulations for clean air, local pollutants, but also for the need to include city noise as an important factor when planning for public transport.

The Euro VI emission legislation has provided some very good environmental benefits for society when compared to previous Euro standards. There is now a great need to, first of all, replace vehicles which were manufactured according to previous Euro standards, thus improving the impact on the environment. Over the last five years or more electric mobility has gained significant momentum. Diesel Hybrid vehicles were introduced onto the market with remarkable results in terms of lower fuel consumption figures. In some cases, there was a fuel reduction of up to 30%.

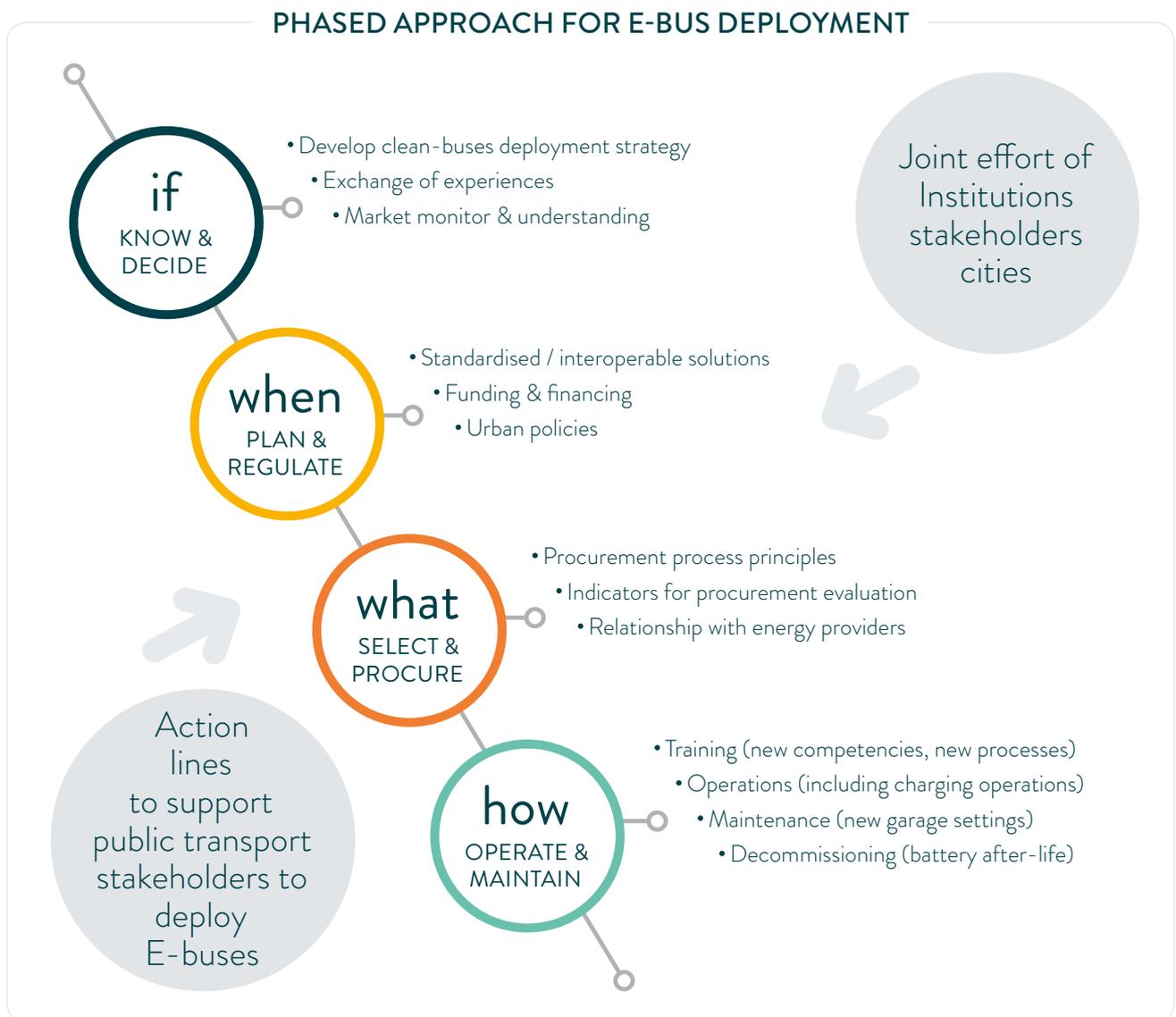
The next electric mobility development is now being provided by full electric buses incorporating both overnight charging and opportunity charging and are gradually being supplied to a growing number of European, American and Chinese cities. Recently, the European Commission has launched a number of declarations in favour of 'clean buses', aimed at achieving the 2025 and 2030 national targets. An example of this is the fact that Holland has a national plan (green deal) to electrify the country's entire public transport bus fleet (5000+ buses) by 2025. Another example being at least 30% of all the buses purchased in Sweden in 2025 and at least 50% of those purchased in the country in 2030 will have to be clean buses. There is also going to be some forthcoming CO₂ legislation by the EU, targeting in the first place the CO₂ values declaration at the beginning of 2021, and then this will be monitored again one year later. In the EU priority will be given to buses with low CO₂ values when purchasing new vehicles in the future.



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Introduction

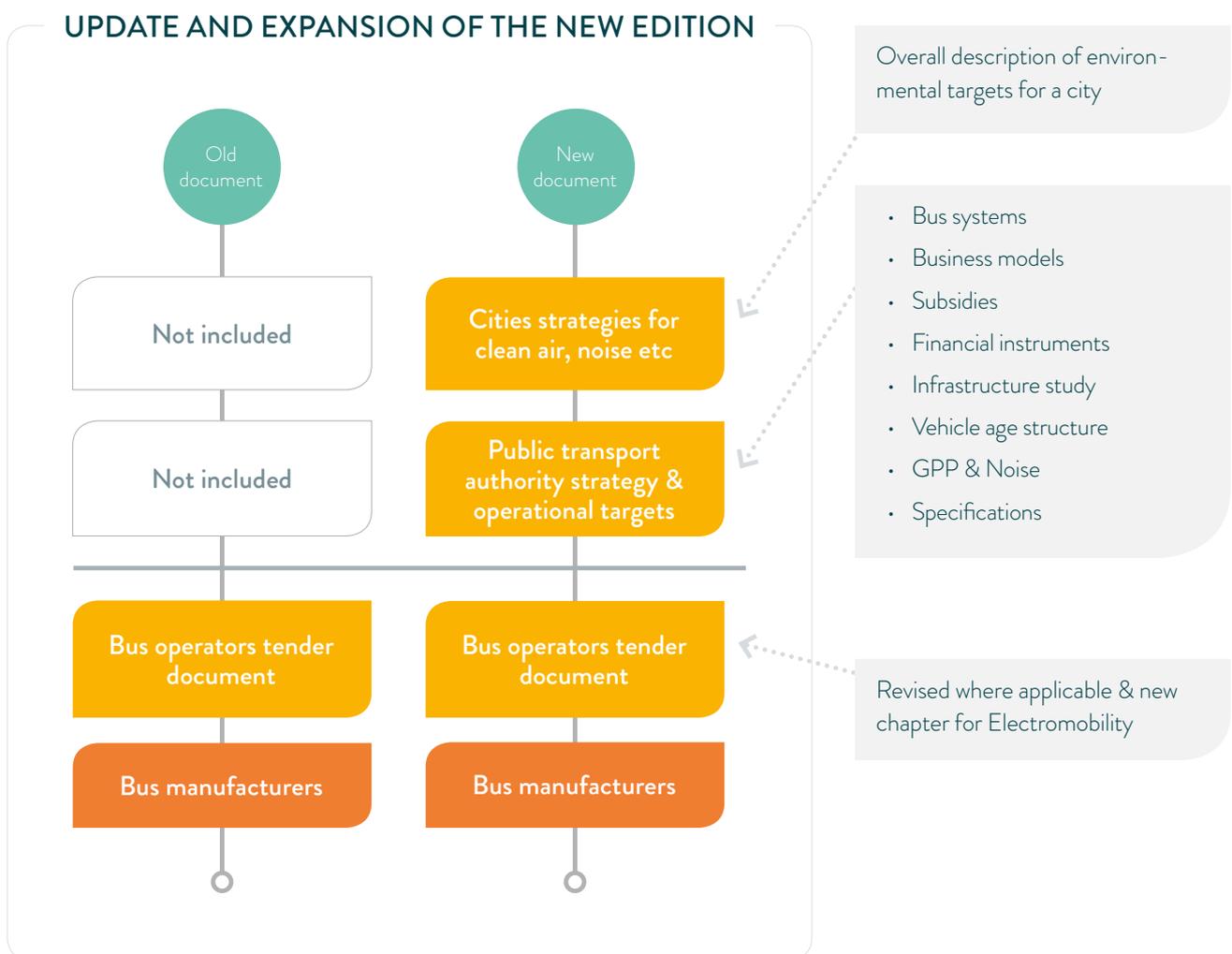
The fact emerging from the above is that the old business model for diesel buses is now going to change. In terms of large scale e-bus deployment and transition, UITP's strategy is based on a very practical approach developed within ZeEUS (an EU project coordinated by UITP) to support stakeholders in getting ready to deploy e-buses in a city: 4 steps (questions) => IF, WHEN, WHAT, HOW. The tender structure document matches up with the step "What" – Select and procure.



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The UITP Bus Committee was then given the task of developing an updated version of the existing document reflecting the ongoing transition from internal combustion engine buses to electric buses and alternative fuel technologies, to be carried out in conjunction with the UITP VEI Committee and PTA Committee.

This enabled UITP to realise that any revision should keep to the principles of the well-established tender structure document, which should act as a guide to help members in buying the right vehicles, whilst using tools such as E-SORT, which have already been proved to be suitable, rather than trying to come up with unique tools with which to appraise the alternate technologies. Thorough consideration has been given to issues relating to the charging infrastructure as well as to the vehicles. Various supply models for both vehicles and associated services were examined and considered, as appropriate. The realistic solution was to update the existing document, rather than replace it. The UITP Tender Structure Document (3rd edition) will serve as a guide for those PTAs who are starting up bus lines using electric buses so that they can address the most important areas to be duly considered in conjunction with the relevant stakeholders.



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Parts A and B describe a number of issues to be taken into consideration from either the perspective of a city or a PTA perspective. This document is also an update of the 2nd edition, focusing on the business relationship between the bus operator (the buyer) and the bus supplier (the seller) for any kind of bus procurement (diesel, gas, hybrid etc). The business part, Part C, which forms the core of the document, is made up of 17 chapters and forms by itself a recommended structure. There is also a special chapter addressing additional needs which have to be covered in the initial phases of electric mobility with regards to the definition of bus lines, charging infrastructure, energy requirements etc. which must be considered in detail so that an offer from the sellers to the buyers can be prepared.

The UITP Tender Structure Document is basically a recommendation based on long experience and good practice in the business, but it cannot supersede any local rules or regulations.

It should be pointed out that although this is a document containing some European details, the principles also apply at a wider level. UITP encourages the making of local variants. UITP is promoting this as being something other regions can take up as a starting point.

Chapters 1-8 is an administrative section containing guidelines for listing the reasons for the tender; it also contains the preparatory steps, such as drawing up the timetable etc, which the tendering party will have to take. Chapter 9-16 contains the specifications of the bus product to be bought and the contractual provisions, followed by chapter 17 which focuses on extra areas in addition to the regular ones to be considered for electric mobility business. In annexes 1-5 there is some detailed information based on references from the main chapters.



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