

Rīga

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Our Ref: 1.13p/LV-2024-161

Electronic Procurement System

Answers to the questions received from the interested suppliers in the open competition “Detailed technical design and design supervision services for main line section from Rīga International Airport to Misa and from Upeslejas to railway station “Rīga – Preču”” (ID No RBR 2023/17)

RB Rail AS presents following answer to the question received from the interested supplier until 14 May 2024:

No	Question	Answer
1	Given the importance of this BID and the workload that this represents, we would like to request six (6) weeks of extension of the time. Could you kindly confirm if this is possible?	Procurement Commission kindly informs that a request has been received to extend the deadline for submitting proposals in open competition “Būvprojektēšanas un autorizācijas pakalpojumi dzelzceļa sliežu ceļam posmā no starptautiskās lidostas “Rīga” līdz Misai un no Upeslejas līdz dzelzceļa stacijai “Rīga – Preču”” (iepirkuma Nr. RBR 2023/17). Procurement Commission has made decision to prolong deadline for submitting proposals. The information will be published soon, please pay your attention to the latest version of open competition regulation published in E-Tenders System https://www.eis.gov.lv/EKEIS/Supplier/Procurement/112508 and on webpage of RB Rail AS (https://www.railbaltica.org/tenders/detailed-technical-design-and-design-

		supervision-services-for-main-line-section-from-riga-international-airport-to-misa-and-from-upeslejas-to-railway-station-riga-precu/).
2	Could you kindly confirm that clause "2.3.1.y" shown on "Annex 2-Technical Specification" related to the ENE/CCS land plot reservation areas will only require design at concept design stage and that location of these land plots have been already determined ?	Land plot reservation areas shall be inside the railway right of way and these locations have been specified in the Annex No 17, as well as also defined in the Annex No1. ENE/CCS land plot reservation areas with the standard template territories for equipment shall be designed at conceptual design level. For these land plot reservation conceptual areas all related civil works (including access roads, culverts, drainage, fences etc.) shall be designed at a Detailed Technical Design level.
3	The High-Speed 2 Railway Project, located in England (London to Birmingham) has been undertaken as per TSI requirements. Nevertheless, following the exit from the European Union, the United Kingdom has enacted its own standards, thus HS2 has updated standards as per the new one which is equivalent to TSI requirements. Could you kindly confirm that this project could be still considered as TSI compliant and use as a reference project for key staff experience and company reference? If so, what kind of proof do you possibly require?	Referenced project for key staff experience and company reference could be considered as TSI compliant. Copies of references from respective clients or similar documents, evidencing the services shall be provided by the Tenderer.
4	Could you kindly confirm that clause "2.3.1.n - Temporary buildings, structures, access roads and bypasses required for the implementation of design solutions" shown on "Annex 2-Technical Specification" refers only to temporary works?	Clause 2.3.1. n) of the Technical Specification refers only to temporary works required for the implementation of the design solutions.
5	Could you kindly confirm if previous studies from IDOM could be provided for this bid?	At this tender stage only Annexes specified under item 17 of the Technical specification are given to the tenders. All Annexes specified in item 18 of the Technical specification will be provided after the signature of the Agreement.
6	Could you kindly confirm that staff project experiences could be presented as	Procurement commission indicates that Tenderer experience requested in Section

	Tenderer experiences requested on clause 9.4 of "Regulation_amendments_3"?	9.4 of the open competition Regulations can be proved only by the Tenderer (or several members of the partnership together, which will be responsible for contract management and jointly liable for fulfilment of contractual obligations, if the Tenderer is a partnership) itself.
7	Could you kindly clarify what is required from the Tenderer in terms of "Snow Cleaning Systems" as mentioned on clause 2.3.2 of Annex 2 "Technical Specification"?	<p>Snow Cleaning Systems" mentioned under clause 2.3.2. b) of Technical Specification requires snow cleaning systems at the Conceptual design level (with the maintenance requirements):</p> <ul style="list-style-type: none"> – for railway track and turnout heating systems (e.g. to ensure space for heating systems); – for platforms (e.g. access to the platforms shall be foreseen for the snow cleaning machinery, especially for Olaine station); – for railway structures (e.g. viaducts, bridges, etc.); – for railway track sections with the noise barriers.
8	Could you kindly clarify what is required from the Tenderer in terms of "Monitoring systems for structures" as mentioned on clause 2.3.1.s of Annex 2 "Technical Specification"?	"Monitoring systems for structures" under clause 2.3.1. s) of Technical Specification requires that structural design includes permanent computer based diagnostic technologies, sensors and devices required for continuous structural monitoring, inspection and damage detection in real time with minimum human involvement. It is not required to design the whole communication/database system for monitoring, but is required to consider devices and sensors in the design, which could be connected remotely to such system.
9	Could you kindly clarify what is required from the Tenderer in terms of "Embankment settlement and frost heave monitoring in location of particular interest" as mentioned on clause 2.3.1.r of Annex 2 "Technical Specification"?	For implementation of geotechnical monitoring system please refer to EN 1997-1, 2.8 (4) & (5); entire Section 4 with a particular focus on sub-section 4.5; and sub-section 12.7. RBR highly recommends developing automated monitoring system focusing on construction phase monitoring with the capability to employ the system for the long term (operational) phase.

10	Could you kindly confirm what is the total road's length to be considered for this BID?	Indicative number of total road length can be determined from Annex No. 17.
11	Could you kindly confirm if some of the Key staff to be presented could be from subcontractors? Could you kindly confirm what is the total road's length to be considered for this BID?	Procurement commission confirms that Tenderer can propose Key staff from subcontractors in accordance with Section 9.7 and 9.7.1 of the open competition Regulations.

Sincerely,

Procurement commission chairperson / secretary

Z. Nore

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