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***Answers to the questions from the interested suppliers  
in open competition "Supplier market study for railway  
infrastructure components" ID. No RBR 2018/27***

RB Rail AS presents the following answers to the questions received until 18 December 2018 from the interested suppliers:

No	Questions	Answers
1.	Has RBR planned to federate the three projects in Riga, or is each of the three countries launching its own design?	<p>Thank you for your interest in Rail Baltica Global project, particularly in procurement – open competition "Supplier market study for railway infrastructure components" (ID No RBR 2018/27).</p> <p>Please be informed that Rail Baltica is a joint project of three EU Member States – Estonia, Latvia and Lithuania – and concerns the design, construction and commercialisation of a fast conventional double track 1435 mm gauge electrified railway line on the route from Tallinn through Pärnu (EE), Riga (LV), Panevėžys (LT), Kaunas (LT) to the Lithuania/Poland state border (including connection Kaunas - Vilnius). The contracting authority RB Rail AS (RBR) was established by the Republics of Estonia, Latvia and Lithuania, via state-owned holding companies, to coordinate the development and construction of the fast-conventional standard gauge railway line on the North Sea – Baltic TEN-T Core Network Corridor (Rail Baltica II) linking three Baltic states with Poland and the rest of the EU. The main technical parameters shall correspond</p>

		to traffic code P2-F1 as per INF TSI (Commission Regulation 1299/2014/EU) and they are detailed in Design Guidelines.
2.	Is there at RBR level a requirement for unifying the purchase of components (rails, ballast, track apparel, etc) and also unifying the asset management process for the three countries, or is it possible for each of the three countries, according to its wishes, to choose its own different components? In the latter case, we would have to handle an additional constraint, since we will have to attend as many provider reviews and as many procurement strategies than components which can be found.	<p>Please be informed that Rail Baltica project is a unique project coordinated by the joint venture – RB Rail AS as the main coordinator of this project and railway design process in all Baltic States shall be carried out according to uniform requirements including Rail Baltica Design guidelines.</p> <p>However, the centralisation or not of purchase of components is the subject matter of the “Supplier market study for railway infrastructure components” (ID No RBR 2018/27) and shall be answered by the Consultant in the study.</p>
3.	Will the design for each of the three countries be similar or could they be very different?	
4.	Design files will be provided to us, but we will include in our proposal a list of complementary data (to be finalised) that we definitely need to receive ( for instance the cost of components the railway companies currently have to afford): will our experts have to commute between the three capital cities to collect these data, or will these be available at RBR centralised level in Riga?	<p>Please be informed that detailed technical design is currently in tendering process. For the supplier market study the Consultant shall consider the non-exhaustive list of documents, studies, study projects as defined in Clause 2.8 of Annex No 2 (Technical specification) of open competition Regulation.</p> <p>The Contracting Authority shall facilitate and provide the appropriate organizational frameworks towards the integration of content and cohesion between the supplier market study for railway superstructure components and railway infrastructure elements and other relevant Rail Baltica global project studies and activities, both those already completed and those being carried out in parallel.</p>
5.	Reading the Call For Tender we understand that Bill of Quantities per rail component & material is available. Could you please confirm that bill of quantities applicable to the high speed line will be provided for every railways component	Please be informed that detailed technical design is currently in tendering process and it is not possible to provide precise data regarding the necessary quantity of railway components. However, please use the

before the procurement strategy project starts? It seems that the design is not finalised at this stage.	estimations for the main railway components according to railway track length (approx. 900 km double track) as specified in description of WP 3.1 in Technical specification.
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Procurement Commission Chairman

Jānis Lukševics

