

Rīga, 22 May 2017  
No 6.1/2017-216

**Answers to the questions from the interested suppliers  
in open competition "Feasibility and technical framework study for a rail bound (light  
rail or tram) connection from RB Ülemiste passenger terminal to TEN-T core network  
Tallinn passenger port (Old city Harbour / Vanasadam)" id. No RBR 2017/6**

RB Rail AS presents the following answers to the question received until 22 May, 2017 from the interested suppliers:

No	Question	Answer
1.	Please confirm if it is mandatory to deliver the European Single Procedure document if all the documents stated in section 9.1 have been included in the tenderer's documents. In case it is mandatory, if the tenderer is a JV, please confirm y both companies of the JV must submit the document.	Submission of the European Single Procurement Document (ESPD) is optional choice of Tenderer and it is not mandatory. If the Tenderer choses to submit ESPD then it has to be submitted about all entities involved in the Procurement process excluding subcontractors who participate with less than 10% share of the subject matter.
2.	Please confirm where will be located the meetings during the contract. The meeting between the contractor will be in Tallinn or in Riga?	Meetings shall be held in Tallinn and Riga.
3.	We kindly ask the client to confirm that the group of suppliers can have a contractual agreement where the leader of the Consortium invoices the Client on behalf of the other members of the Consortium and do not need to have a Tax Identification Number in the country where the services are provided.	We confirm that in case of group of suppliers' General supplier can invoice for all group.
4.	We kindly ask the Client to clarify if the lead partner shall invoice the Client for the whole remuneration of the Contract or if it is possible for the members to issue invoices individually and separately for their own input in the assignment.	General supplier shall invoice Contracting authority in the name of group of suppliers and shall be responsible for delivery of services.
5.	In the event that the lead partner of the Consortium invoices the Client and the other members of the Consortium invoice the leader for their part of the services, we kindly ask the Client to confirm whether	Only Total price of the Proposal shall be indicated excluding VAT. Transactions of Supplier with its' partners are not subject of Regulations of the Procurement. Total price of the

	VAT from this invoices is also excluded from the price of the contract.	Proposal shall be complete and indicated excluding VAT.
6.	As per Article 4.4 of the Contract, the Contractor shall be responsible for obtaining the required building permits for the Preferred Option. Pursuant to Clause 7.2. a penalty of 0,2% shall be paid by the Contractor if it does not comply with the deadlines for submission of Services. Please kindly confirm the possibility of excluding the responsibility for obtaining the Building Permits, as this scope goes beyond the control of the Contractor (i.e. the Contractor cannot control the activity of the Authority that has to deliver the building permits). And, therefore, please kindly confirm that a penalty for the delay in the achievement of this milestone will only be imposed if the failure in complying with the deadline is directly attributable to the Contractor.	According to the Estonian Building Code the building permit will be issued within 30 days of the application. In reality the issuing is determined by the quality of the documentation submitted; comments and proposed changes by the issuer. Cooperation and communication with city administrations and other stakeholders involved in the process since the start of the study and design will help to shorten any possible delays. Hence the timeline proposed by the Contracting authority is realistic. If such delay will arise the cause shall be investigated.
7.	For phase 2 as specified in chapter 3.3 of technical specifications, it is required to establish a pre-design sufficient to be able to acquire building permits from relevant authorities on basis of it. Could you confirm it is the responsibility of the engineering company to specify in his proposal the adequate level of detail required accordingly?	We confirm that adequate level of detail has to be specified by Tenderer.
8.	Referring to chapter 2.2 of technical specifications, p42, could you specify your expectations in terms of 3D visualization of the plans?	We expect that the contractor provides all visualizations and drawing in a 3D model, specificities are to be established during contract implementation phase
9.	Referring to chapter 3.4.4 of technical specifications, p48, is there an existing model that will be made available to the contractor, and could you provide details on this model?	The contractor has to assume to develop its own traffic model for the purpose of this study
10.	Referring to chapter 3.4.4 of technical specifications, p49, could you specify the extent of existing OD surveys that will be made available to the contractor? For instance, will the databases from the 2014 mobility study for North Tallinn will be made available?	The contractor has to assume to develop its own traffic model for the purpose of this study. Contracting Authority will provide data which will be made available to the Contracting Authority
11.	On page 39 "Focus of this study" it is said that "The main objective is to ensure an efficient link between both TEN-T nodes, by providing a sustainable, high quality, high capacity and fast connection, in order to integrate urban, suburban and international passenger flows." What is	Contracting authority expects that the provided outcome of the study will propose the best solution to integrate urban, suburban and international passenger flows. With suburban flows contracting authority means passenger flow, usually daily commuters, from / to

	meant by connecting suburban passenger flows?	the city to / from its suburbs. Please note, if appropriate, the contractor has to consider national inter-urban flows as well.
12.	The technical specification mentions that: "Should the Contractor wish to propose new ideas, these have to be defined in advance with the Contracting authority and relevant stakeholders." Does the Contracting authority mean connecting westbound (Tallinn – Keila – Paldiski) and south-western (Tallinn– Viljandi) railways directly to Ülemiste station without passing Balti jaam?	The technical specification defines in Article 3 and 3.1. and elsewhere in TS the requirements to alternative selection. Please note that the Contractor can provide any new possible alternative. The new proposed alternative has to be analysed and a process to define the preferred alternative has to be established. Decision making tools such as MCA and / or CBA have to be used in line with the set requirements in TS and the contractor's proposed methodology.
13.	Has it been thought that the long distance trains from Moscow to Tallinn and S.t Petersburg to Tallinn should end at Ülemiste station? If yes, is it possible to consider the removal of existing railway from Reisisjate tn.	The technical specification defines in Article 3 and 3.1. and elsewhere in TS the requirements to alternative selection. Please note that the Contractor can provide any new possible alternative. The new proposed alternative has to be analysed and a process to define the preferred alternative has to be established. Decision making tools such as MCA and / or CBA have to be used in line with the set requirements in TS and the contractor's proposed methodology.
14.	If Rail Baltic terminal is built. Do we still need to consider the proposal for additional stops at Balti jaam terminal and the constraints it poses on Reisisjate tn land plot?	The technical specification defines in Article 3 and 3.1. and elsewhere in TS the requirements to alternative selection. Please note that the Contractor can provide any new possible alternative. The new proposed alternative has to be analysed and a process to define the preferred alternative has to be established. Decision making tools such as MCA and / or CBA have to be used in line with the set requirements in TS and the contractor's proposed methodology.
15.	On page 40 and 41 "Development of alternative routes for tramways or light rail" it says: The alternatives developed have to consider the following nodes: Port Terminals D and/or A, B. Tallinn Harbor Ports D and A, B are separated by Admiraliteedi Bassein. Therefore, does it mean that the project needs to design a bridge for tram/LRT/pedestrians for connecting different terminals?	The technical specification defines in Article 3 and 3.1. and elsewhere in TS the requirements to alternative selection. Please note that the Contractor can provide any new possible alternative. The new proposed alternative has to be analysed and a process to define the preferred alternative has to be established. Decision making tools such as MCA and

		/ or CBA have to be used in line with the set requirements in TS and the contractor's proposed methodology.
16.	We would be grateful to get a rendering postponement of two weeks for our offer in order for us to elaborate a proposal finely adjusted to the needs of the project.	Possibility of postponing deadline for submission of the Proposals is not considered.

Procurement commission  
chairman



Aigars Kivliņš