

Rīga, 12 September 2017
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**Answers to the questions from the interested suppliers
in open competition "Preparation of the operational
plan of the railway" ID. No RBR 2017/19**

RB Rail AS presents the following answers to the questions received until 12 September 2017 from the interested suppliers:

No	Question	Answer
1.	Is there an expected or maximum budget for the tender?	It has been decided by procurement commission not to disclose the estimated amount of the contract.
2.	Page 37, "PAX4": There is already an Airport Shuttle connection between Helsinki Central Station and Vantaa Airport existing (two high-frequent lines). Will they be replaced by the FinEst line, are there any ideas about train frequency?	Available information regarding FinEst link and for railway operation and traffic in Finland will be provided as part of input data.
3.	Page 37, "PAX 3 and 4": Are there any ideas, which entities will order and subsidize the regional and suburban passenger service? Which frequency, capacity etc. is intended or shall we do some estimations?	Institutional and financial aspects are not in the scope of this procurement. The Contractor shall propose a transport plan for these services, on the basis of traffic studies.
4.	Page 37, "FRT 1 and 2": In continental services there is usually a mix of standard containers, tank containers, swap bodies and (craneable) trailers. This can't be divided. Does "piggyback" mean for this project only accompanied transport? If yes, do there exist any plans to subsidize piggyback services (like Brenner line in Austria) or to set a prohibitive legal framework against road transport (like Switzerland)? Otherwise accompanied piggyback transport will not sustain.	Institutional and financial aspects are not in the scope of this procurement.
5.	Page 37, "FRT 5 and 10": Same matter, double listed	Correct.
6.	Page 37, "FRT 5 and 10": What about dangerous goods on conventional trains? That's a normal proceeding in Europe for conventional services as well as intermodal.	Different train configurations could be proposed by the Contractor during the study, with supporting elements.
7.	Page 37, "FRT 7": May we include this into the day and night express services? Cars of train passengers are usually carried in the same train than the passengers.	Different train configurations could be proposed by the Contractor during the study, with supporting elements.
8.	Page 37, "FRT 8": What does this mean? Temperature-controlled conventional wagons are nearly completely disappeared in Europe. If	Different train configurations could be proposed by the Contractor during the study, with supporting elements.

	temperature-controlled goods are carried by rail, it is done very mostly by reefer/heated containers or trailers on intermodal trains and mostly together with other goods. Shall we plan it this way?	
9.	Page 37, "FRT 9": Should it be planned as block trains or included in existing services (e.g. Intermodal trains or compartment for smaller units in express trains)?	Different train configurations could be proposed by the Contractor during the study, with supporting elements.
10.	Page 38, 2.1.3. and 2.1.4.: Will we receive any official information about infrastructure in Poland?	Available information regarding infrastructure, railway operation and traffic in Poland will be provided as part of input data.
11.	Page 41, 2.3.2.: There are different types of Rolling Stock with different characteristics, but similar capacity, speed etc. in the manufacturers' portfolio. The final type of EMU etc. will be decided by tendering. If we determine the characteristics as fine-scaled as in the ToR we would limit the competition of providers.	The purpose of the rolling stock Work Package is to only supply necessary information to prepare the operational plan. In this regard, the characteristics of rolling stock shall be as typical as possible, based on off the shell stock available today.
12.	Page 41, 2.3.4.: The entire network will be electrified, so there is no need for thermal-powered traction except of service vehicles. Shall be consider it nevertheless?	The case of thermal-powered traction shall be considered as specified, but only in the WP 2.
13.	Page 41, 2.3.5.: Will we receive official information about procurement plans for rolling stock?	Available information regarding procurement of 1435 mm rolling stock in Lithuania and Poland will be provided as part of input data.
14.	Page 42, 2.3.18: In a liberalized railway freight market the rolling stock (especially wagons, but also locomotives) are provided by the RU and/or the client. Standard gauge wagons are generally circulating Europe-wide, there is no dedicated fleet for Rail Baltica. Such considerations are more or less theory. Shall we do it on theoretical basis?	Yes, refer to answer 11.
15.	Page 43, 2.4.6.: Will the consultant also be provided with Polish data about utilization of infrastructure?	Yes, refer to answer 10.

Procurement commission
Chairman



Mārtiņš Blaus