

Rīga

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Answers to the questions from the interested suppliers No 2

RB Rail AS presents the following answers to the questions received within open competition *"Riga node operation optimization study" RBR 2019/9* until 21 August 2019 from the interested suppliers:

No	Questions	Answers
1.	Reference to Technical specification # 42 Maximum speed diagrams for all routes, tracks and junctions; Are maximum speed diagrams for all station and depot tracks required, or only for all tracks regularly used by trains?	Regarding maximum speed for tracks in stations and depots, we would like to clarify that maximum speed diagrams are required for all station tracks and depot tracks within the track layout(s) considered within the study.
2.	Reference to Technical specification # 42 Situation in busiest peak hour (dimensioning case) and in other hours on a typical day; Please specify, how the "situation" is defined or shall be described. Are there indicators RB Rail suggests for such a description?	Under the word "situation" is expected the description of operational situation in busiest peak hour in such way the operational situation can be evaluated and compared, including the main metrics used to assess railway infrastructure performance characteristics and its quality parameters and depict operational situation, e.g. by means of time-space diagrams and platform occupancy diagrams.
3.	Reference to Technical specification # 42 Flow diagrams in railway nodes; Please explain what do you call a flow diagram in railway nodes. Is it possible to show an example?	The flow diagram should represent the main characteristics of railway traffic within the railway node, flow diagrams presented in chapter 4.7. of Rail Baltica operational plan concept can be taken as an example.
4.	Reference to Technical specification # 42 Calculation of trains services at different relevant speeds . Does this mean to calculate time tables for different permitted speeds on the lines? If not, please explain the term "relevant speeds". Please give also an indication for the maximum number of resulting variants to be calculated.	Within requirement referred, the term different relevant speeds for services means that time tables shall consider maximal speed of the rolling stock for both 1520mm gauge services and 1435mm gauge services (e.g. for high speed, regional, cargo trains, etc.).

5.	<p>Reference to Technical specification # 49 WP 4.2 – Recommendations regarding 1520 and 1435 infrastructure design parameters for 2026, 2036 and for implementation period</p> <p>Does the term "design parameter" refer to the track topology and line equipment in this case? It is unlikely that the actual design parameter (permitted gradients, speeds, turnout geometries, curve radii etc.) differ for the differing TP.</p>	<p>We would like to explain, that under these following parameters are understood:</p> <ul style="list-style-type: none"> • Track topology • Length and number of station tracks • Length and number of platforms • Signalling system modernisation or update <p>Technical specification # 49 Recommendations shall consider the most feasible development of 1520 and 1435 infrastructure based on planned traffic increase and operations. Recommendations shall be presented as feasible infrastructure development stages.</p>
6.	<p>Regarding the above mentioned Request for Proposals, we are having great difficulty finding a person who can fill the role of "Railway infrastructure development expert". In spite of having approached a number of larger engineering firms, the difficulty comes here from finding an expert who has completed a railway project in conjunction with intermodality with other modes. These are often contracted separately.</p> <p>Is it possible to adjust this expert role?</p>	<p>No, requirements on railway infrastructure development expert's experience can't be adjusted. Procurement commission assessed these requirements before including it in the Regulations and considered it as reasonable, objective and commensurate to the subject-matter, that do not unreasonably restrict the competition. According to Technical Specifications Sections 4., 22., 36. one of the study matters is intermodality between 1435 and 1520 mm gauge railway networks. As experience in intermodality between different railway gauges is not common, more general requirements on intermodality experience was included in the Regulations, i.e., not only between two different railway modes, but between railway and any other public transport mode, thus allowing participation of a wider range of potential suppliers.</p>

Procurement Commission Chairperson



A. Benfelde

Gulbe, +371 29434266