

Riga

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To interested suppliers

Response to the questions from interested supplier regarding Control Command and Signalling (CCS) subsystem procurement for the Rail Baltica Global Project

RB Rail AS presents the following questions received from interested supplier:

Question	Response
(1) Who is going to be responsible for the supply and installation of the On-board unit systems for Telecom/Signalling? Will it be the Rolling Stock supplier in the procurement for the Rolling Stock?	Installation and supply of the On-board unit systems (OBU) will not be in scope of CCS Contractor responsibility. OBU will be procured together with the rolling stock.
(2) Request of more information concerning platform gates: - Our understanding: Platform gates locking the platforms of smaller stations and allow access for stopping regional trains, only. Is this understanding correct? Please kindly clarify. - What is the scope of the CCS supplier: Whole system including gates? Gate control including detection of the gate status? Or only the trigger to unlock the doors depending from the train arrival? Could you please further specify these requirements?	Yes, this assumption is correct. Platform gates shall lock the danger zone of the platforms on regional trains and serving high speed tracks to prohibit passenger access to the danger zone while all trains (incl. high speed trains) are passing by and opening only when the regional train comes. The CCS Contractor scope includes design and construction of gates, gate control and status detection system.
(3) Radio planning: Ref. to slide no. 13, the CCS deployment timeline: As the radio planning is indicated being in the preparatory stage in 2022 will the bidders be entitled to offer the optimized solution or will these requirements be defined in detail in the RFQ in terms of pre-defined BoQ (e.g. locations, number of sites, number of base stations, ...)	In the 1 st stage of the procurement (RFQ) the bidders will not be requested to submit any radio planning solutions. RB Rail AS will share a radio planning report prepared by the consultant as a reference solution (not later than in the 2 nd stage of the procurement). RB Rail AS will allow bidders to optimise the reference radio planning solution under some fixed conditions, if this will bring notable savings and enhancements for FRMCS solution. So the bidders will be encouraged to analyse the reference solution and optimise it if possible (location of radio sites, radio tower height and type, etc.).
(4) CCS deployment timeline: Could you please confirm the foreseen work procurement dates for the prequalification, i.e. RFQ submittal and contract signature as outlined on slide no. 13? In case there are any changes, could you please kindly provide and updated schedule? As we understand the DNP outlined on slide no. 13/14 will be 4 years instead of 2 years or will the overall schedule be shifted accordingly (i.e. by 2 years in this case)?	Currently the plan is to follow the presented timeline with regards to announcement of the prequalification phase by end of this year (preferably end of November 2022). With regards to contract execution timeline – currently presented timeline have not been changed, however in any case adjusted timeline will be a part of 2 nd stage procurement documents.

<p>(5) Foreseen implementation in different stages:</p> <ul style="list-style-type: none"> - No prototype section or early deployment section seems to be planned to demonstrate the system performance prior starting of the system rollout phase? We assume that the definition of an early deployment and/or prototype section is beneficial to proof the CCS system integration/functioning. - How will the staging of the commissioning be foreseen in detail? On slides no. 15-19 there are 3 main stages including substages outlined. This has an overall impact on the project costs including mobilization of installation teams and test teams in parallel times slots and stages in different geographical regions of the project (sequence of the stages etc.). What are the foreseen time lines of these different stages? - With the first stage all three OCC have to be operational for the control of the commissioning sections? During the stages, the operation is limited to the OCC of the concerned country or the operation of the commissioned sections has to be possible from each of the OCCs from the very beginning? 	<p>Prototype section implementation requirement will be described in more details in RB Rail CCS Deployment strategy which will be part of 2nd stage procurement documents.</p> <p>More details for RB sectioning will be provided in RB Rail CCS Deployment strategy which will be part of 2nd stage procurement documents.</p> <p>All three OCC shall be operational for the control of the commissioning sections. More details of OCC operation requirements for first stage commissioning will be defined in RB Rail CCS Deployment strategy which will be part of 2nd stage procurement documents.</p>
<p>(6) We understand that we have to qualify in a specific industrial set-up for the project (solo or partnership, JV) during the prequalification. If in a later stage when the RFQ is published with the detailed requirements there will be impacts on selected partners, the Industrial set-up (subcontractor, partners, ..) and/or the technical solution that will be offered, how can the interested bidders be enabled to change the foreseen structures if they will for example see that alternative technical solutions will be better by another partner or commercially more economic based on publication of the final RFQ ? Will there be the possibility to change the partners in the consortium/JV in the RFQ stage if economically of advantage to the Contracting Authority, for example? For example the requirements for the platform gates and ticketing solutions are not yet defined. Also the FRMCS may not be fully available as per the foreseen project schedule.</p>	<p>No, members of the partnership will not be allowed to be changed not during the procurement, not later during contract execution. However, regarding sub-contractors:</p> <ol style="list-style-type: none"> 1) it will be allowed to indicate several sub-contractors during the procurement phase, which could cover the same field/part of the contract but, for example, cover different type of solutions and when the contract will be signed the tenderer will be allowed to use those sub-contractors from the indicated ones which provides the chosen solution; 2) when the contract will be signed the tenderer will be allowed to change any of the sub-contractors indicated during the procurement.
<p>(7) Training and maintenance concept: Could you please further specify your expectations concerning the maintenance and services for the CCS project: Duration, LCC, Obsolescence, ..</p>	<p>CCS system maintenance and training requirements will be defined in RB Rail CCS Deployment strategy which will be part of 2nd stage procurement documents.</p>
<p>Which training concept do you expect for the project and the different systems (e.g. train the trainer, ..)</p>	<p>CCS system training requirements will be defined in in RB Rail CCS Deployment strategy which will be part of 2nd stage procurement documents.</p>
<p>(8) Will applications for mobile phones also be part of the CCS package?</p> <p>For example, reflecting Passenger Information System</p> <p>or including the ability to reserve a seat in advance?</p>	<p>PIDS/PAS is considered as integrated solution in CCS concept design. The mobile APP has not been considered. Anyway, for the future interface to railway undertakers there are some regulations that could apply, such as COMMISSION REGULATION (EU) No 454/2011 and others.</p> <p>The system should at least offer interfaces so external applications (web or mobile) should be able to access those functionalities. These</p>

	interfaces must be secure and manage the rights for external systems to access them or not
(9) Usually platform lighting is part of the station building contractor, like also the lighting of underpasses, or building entries? Why it is considered as CCS scope?	Platform lighting, lighting of underpasses, or building entries will be not included in the scope.
(10) We understand that the procurement for rails and turnouts is done centrally. Are the derailleurs also in the scope of the rail/turnouts supplier or will they be in the scope of the CCS supplier ?	Derailleurs will be included in the scope of CCS supplier (mechanical part and actuation), as in our mind these are required for provision of flank protection between main line tracks and its locations and integration in interlocking system shall be designed by CCS supplier.
(11) Is it expectable that there will be country-oriented requirements demanding different approaches for the same sub-system or each sub-system will be under the same umbrella of requirements to be transversely applied no matter the country? Examples: • for Passenger Announcement System, could we expect different STIPA (speech transmission index for public address systems) requirements per country? • For CCTV, could we expect different restrictions per country in terms of cameras suppliers?	The general approach is that for the CCS systems will have the same requirements across all the country. Remain understood that the local legislation shall be also considered across the 3 countries in terms of Security, NTPS, and others. With regard the 2 examples below: No specific requirements in terms of STIPA for the different countries as far as we know. There are international standards such as EN 60268-16 that indicates the STIPA levels that should be accomplished if such restriction will be identified, yes.
(12) Could an entity associate with others as consortium partners and be at the same time a subcontracted supplier of another partner/consortium according to the procurement law?	Yes, the same company at the same time can be a member of the partnership in one consortium and be a sub-contractor of another consortium.

Sincerely,

Andris Losāns
CCS Project Manager

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