

ANSWERS TO THE QUESTIONS FROM SUPPLIERS
regarding the planned procurement procedure

**„Construction design and author supervision
of Rail Baltica regional stations in Latvia”**

	Supplier's questions	Answer	Question received
1.	Is it foreseen to have separate building permits for the stations or they will be everywhere part of the main line building permits?	It is planned to have separate building permits for each regional station.	Before the meeting
2.	Who is responsible for the management of the interface to ENE and CCS contractor (e.g., for CCS, definition of solution for platform screen walls)?	Regional station designer shall provide interface management and cooperate with all involved parties, incl. main line designers. How wide and at what stages of design this cooperation will be shall be specified in technical specification. Also see Answer 11.	Before the meeting
3.	What will be the evaluation criteria for the bid? We recommend to have also a technical evaluation.	The procurement commission is considering also a technical evaluation. The participants are welcome to provide some feedback on Rail Baltica tenders (which criteria „work”/„do not work” and share best practices from their viewpoint. The procurement commission will collect these suggestions and evaluate them. The contracting authority cannot confirm any technical evaluation criteria now.	Before the meeting
4.	The station design consultant should have experience with designing stations along a high-speed line. Can you confirm?	The procurement commission is working on development of qualification requirements at the moment and will set appropriate and proportionate requirements.	Before the meeting

5.	Will the liability be limited to the contract value?	At the moment, the contracting authority cannot give a specific answer on the expected limits of liability as the draft contract isn't ready yet.	Before the meeting
6.	Will it be required to perform geological investigations or those will be provided by the main line designer?	Geological investigations will need to be carried out. If any are made available by mainline, they will be reference material only.	Before the meeting
7.	Will the design phase and the survey phase be separated? We recommend to first have a conceptual verification phase, survey phase and then the detailed design phase.	The procurement commission will consider this suggestion for inclusion in technical specification.	Before the meeting
8.	Will it be necessary to have a certified designer?	Proposed designers shall be certified according to Latvian legislation to provide services mentioned in contract. During procurement stage designers can be not certified, but they need to have appropriate experience and education to receive appropriate certificate henceforth, if needed.	Before the meeting
9.	What will be the overall timeline?	It is planned that the term of the contract execution will be 20 months. Detailed breakdown is shown in the presentation.	Before the meeting
10.	Who will design the roads, connecting the station with the existing road network?	The winner of this planned procurement procedure will need to design connections to roads already existing or planned in mainline designs.	Before the meeting
11.	How the interface with the infrastructure designer of the main line will be managed (e.g., designing pedestrian underpass through the embankment?)	The specific interface management matrix is in development; however, it will be the designers Interface Managers responsibility overall.	Before the meeting
12.	If you could clarify if the procurement is for the construction documentation and supervision of already designed stations or if	The procurement is for finalising conceptual designs to full 100% design detail.	Before the meeting

	refers to the full scope of design including concept?		
13.	I'd like to ask about potential conflict of interest in future „Supervision of Works” tenders in RAIL BALTICA project. The interested supplier is also interested in the upcoming Supervision of Works for the track of RAIL BALTICA main line I'd like to know if there will be conflict of interest with the designer for the regional stations.	At this stage of the procurement procedure, the contracting authority cannot give an unambiguous answer to whether there is / is not a conflict of interest in the case indicated by the interested supplier. If the designer of the regional stations will submit its application/offer in the possible procurement for the supervision services of the Rail Baltica main line infrastructure construction, the contracting authority will have to assess the specific factual circumstances. This includes also a possibility to request the tenderer to submit evidence that the prior involvement of the tenderer or the legal person related to the tenderer in the design of the regional stations does not unduly restrict competition in the abovementioned procurement for the supervision services of the Rail Baltica main line infrastructure construction.	Before the meeting
14.	Are planning activities a part of this procurement? Who will carry out the expropriation?	The spatial plans are an option due to the process that might cause spatial planning not to be necessary. About the territories required – the contracting authority will be provided with a conceptual location; however, it will be the task of winning tenderer to finalize the task and provide us with the list of properties and amount of territory that needs to be taken over for the design. There is a possibility that the contracting authority will not have the ownership when the designer will start the design or even when it will be finished, but that is also not required by Latvian law. The expropriation process itself will be managed by the contracting authority.	During the meeting

15.	Which will be the responsible building authority?	The contracting authority expects that the building permits will be issued by Latvian state railway inspectorate. The local building authorities would be in the role of stakeholder - they would issue technical requirements and approve design on basis of technical requirements.	During the meeting
16.	Part of the technical specifications will be the conceptional layout for the stations, so it will be possible to asses what's the quantity of roads to be designed, yes?	It is foreseen that the technical specification will contain some understanding of what is the situation of the road networks around.	During the meeting
17.	Will the 17 stations will be the issue of only one procurement or one contract?	The contracting authority expects that it will be one contract. The contracting authority expects that one contractor will be responsible for all the works.	During the meeting
18.	You refer to the Rail Baltica Design Guidelines, but there are actually no guidelines that refer to buildings that have to work for existing 1520 services. Is this issue clear?	Currently in Latvia there is a railway network operated by Latvian Railway company on 1520mm gauge. Rail Baltica is crossing Latvia in a different direction on 1435mm gauge. There are some stations that are planned to be used for both gauge infrastructures. There are three in Riga and potentially three outside Riga that will be used by passengers from both gauge trains. And there is one specifically for 1520 gauge to be used by Latvian Railways only. Regarding the stations for both gauges, the contracting authority has similar situation already in Riga Central station - the contracting authority does have the Design Guidelines and LDz has also issued its requirements, therefore the contractor will need to follow both. In case of contradictions the strictest will be used. In cases of using by both gauge infrastructures, they are mainly type 4 stations or under urban constraints, which means - possibly no station building at all. And since they are in urban environment, they are the „customized” stations, that	During the meeting

		means the designer takes those requirements that can realistically be followed, designer takes requirements from LDz, and a custom station is designed.	
19.	During the presentation we think that we heard that you are planning to launch the tender process next October? Is this correct? Would it be 2 stages PQ+Tender?	It is currently planned to launch the tender process within third quarter of this year. it is also currently planned that the specific procurement procedure will be an open tender (single-stage procurement), which will assess both the qualification compliance of tenderers and submitted tender proposals.	After the meeting
20.	Will be also required design related to making stations accessible to persons with reduced mobility (PRM)?	Yes, it will be needed to finalise the conceptual designs taking into account PRM.	After the meeting

21.	Will be also required design of equipment and building modifications for bicycle transport and pedestrians? I.e. cycle and pedestrians' paths leading to the station, including traffic signs, shelters and stands for parking bicycles, etc.?	Yes, it will be needed to finalise the conceptual designs taking into account various means of transportation to the station (also known as mobility point).	After the meeting
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