

Vinkovci to Tovarnik to State Border Railway Signalling Rehabilitation
Vukovarsko – Srijemska County, Croatia
ISPA 2005 HR 16 P PT 001

Questions and Answers

Questions and answers

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1. Publication reference

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2. Procedure

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3. Programme

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4. Financing

ISPA 2005/HR/16/P/PT/001 Vinkovci to Tovarnik to State Border Railway Rehabilitation

5. Contracting authority

Ministry of Finance of the Republic of Croatia, Central Finance and Contracting Unit

QUESTIONS	ANSWERS
<p>1. Volume 3, Book 2, 1.4.2</p> <p>We understood this point like, that the beneficiary is responsible for the clarification concerning the interstation dependence system between Tovarnik and Šid. That means e.g. the approval for Station Šid if necessary, clarifications with the Serbian railways and working permissions in Serbia.</p> <p>Additional, what do you mean with “when/if”?</p>	<p>1. The Employer will make all necessary arrangements including access to the site, necessary permissions, certificates, etc. with Serbian railways for the works in station Šid that are to be performed by the Contractor.</p> <p>At the moment of preparation of Tender Dossier the agreement with Serbian Railways was not reached and therefore the phrase “When/if” was written. The abovementioned agreement will be reached by the time of commencement of the works.</p> <p>All relevant information about Šid station interface will be provided to the Contractor by the Contracting Authority before commencement of implementation of the Contract.</p>
<p>2. Volume 3, Book 2, 1.4.9</p> <p>departure signal (signal aspect 72): Who is activating the departure signal? By the operator on the MMI locally in the station? By the operator on the MMI in CTC? By the train staff on platform via external control device? Interface?</p>	<p>2. Departure signal is activated for freight trains by the operator on the MMI (Man Machine Interface) locally in the station and in CTC (Central Traffic Control) mode ATR (Automatic passing routes mode) decides when departure signal shall be activated.</p>
<p>3. Volume 3, Book 2 , 2.2.2.2. b)</p> <p>Does this mean, that exit routes can be set over open line? Example: set an exit route from exit signal in station A to the home signal in station B?</p>	<p>3. Open line shall be equipped with automatic block. Exit train route ends at block signal except in case of interstation dependence between Tovarnik and Šid when exit train route ends at Šid station home signal.</p>

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<p>Alternative solution is, to have automatic block solution on open line, where the “opposing move protection/succeeding move protection” on open line is managed by the automatic block in the electronic interlocking. In this case the exit route is set from exit signal in station A in direction to open line (to the end of station A). The signal clearing of the exit signal as well as the clearing/closing of the block signal is managed automatically by the automatic block. That means the automatic block is checking the conditions in the neighboring station (station B) and on open line to clear the exit signal of the set exit route in station A.</p>	
<p>4. Volume 3, Book 2, 2.2.2.5.a)</p> <p>Regarding “position of neighbouring points”. What are the neighbouring points? Are this the flank protection points?</p>	<p>4. Neighbouring points are points in flank protection.</p>
<p>5. Volume 3, Book 2, 2.2.2.7.e)</p> <p>Regarding “point approach locking”. What means “point approach locking”? In b is defined “The setting and locking of points shall normally be performed with the signal route setting facilities.”. What is the difference between these two locks, if there is one.</p>	<p>5. There is no difference between two locks mentioned in the question.</p>
<p>6. Volume 3, Book 2, 2.2.2.8. a)</p> <p>Regarding that “Point and signal approach locking is effected”: does this mean that a train route can be approach locked (to detect that the train is approaching the start signal)?</p> <p>Is this a condition for signal clearing and proving of the start signal of the set train route? If it is the case, what are the detailed conditions for approach locking entry routes, exit routes?</p> <p>Are there any other dependencies to the approach lock, like “route cancellation” or “emergency route cancellation”?</p>	<p>6. In the ATR mode (Automatic passing routes mode) the train route is set automatically. When the train occupies block section in front of station the route is locked and aspect is set to proceed on the home signal. When the train is on that block section the route can be released only by special command.</p> <p>Train routes, points and signals tables are given in Appendix 1 to the Employers requirements. These tables with drawings of corresponding stations define conditions necessary for particular train route.</p>
<p>7. Volume 3, Book 2, 2.2.2.8. a)</p> <p>Regarding “Any staff protection facility is not activated”; what means “staff protection facility”? We assume this is an internal state inside the electronic interlocking, where the signaller can activate or deactivate via signaller command. Please confirm.</p>	<p>7. Yes we confirm. Route inhibition can be set via special command to protect the maintenance staff.</p>
<p>8. Volume 3, Book 2, 2.2.4.1. b)</p> <p><u>Regarding point 3</u>: Protection of the train against derailment and vehicles left on tracks or points. We suppose that the checking of the points inside the</p>	<p>8. Yes, your definition for protection of the train against derailment and vehicles left on tracks or points stipulated in the question is correct.</p>

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<p>route path, overlap and flank protection for correct, proper position and locked is permanently proved in the proceed aspect. Also that an occupied point derailer can not be operated (moved) by route setting or by individually signaller command. These are the technical conditions to fulfill this point 3.</p>	
<p>9. Volume 3, Book 2, 2.2.6.3. e)</p> <p>What are the detailed conditions for setting the emergency signal? What are the conditions for replacing a set emergency signal to “STOP”-aspect? On which signals, the emergency signal can be set?</p>	<p>9. To set emergency signal following conditions must be fulfilled:</p> <p>Wanted train route must be marked (selected) and the last block section in front of station has to be occupied.</p> <p>Emergency signal is set to STOP aspect:</p> <ul style="list-style-type: none"> a) automatically after 90 seconds b) via special command c) with the occupation of track circuit behind the home signal (track circuit must be unoccupied at moment of emergency signal setting). <p>Emergency signal aspect can be set at home and exit signals.</p>
<p>10. Volume 3, Book 2, 2.3.3 a)</p> <p>Out of design plans we couldn't figure out where speed indicators are to be provided – please give further information about position, indication and amount if required.</p>	<p>10. Speed indicators on the section Vinkovci to Tovarnik are not required.</p>
<p>11. Volume 3, Book 2, 2.4.1 b)</p> <p>Has the key-lock derailleurs I-3 and I-4 in Jankovci any dependency to the level crossing, which must be proved (considered) by the interlocking logic?</p>	<p>11. Yes, there is a dependency. Namely, before the key is released and taken out from the key lock the level crossing must be activated.</p>
<p>12. Volume 3, Book 2, 2.4.2 d)</p> <p>We assume that “arrow lock” means “point tip lock”? If not, please give us an explanation.</p>	<p>12. Yes, “arrow lock” means “point tip lock”.</p>
<p>13. Volume 3, Book 2, 2.4.9</p> <p>Who will deliver the electronic keylock? Which kind and type of electric keylock is used? We ask for electrical circuit diagrams and electrical parameters.</p>	<p>13. Electric keylock shall be designed and provided by the Contractor. The Contractor can offer their type of keylock with push button.</p> <p>All equipment shall be provided by the Contractor except free issued and existing equipment as stated in Volume 3, Employer's requirements.</p> <p>Electrical circuit diagrams and electrical parameters will be defined by the Contractor.</p>
<p>14. Volume 3, Book 2, 2.4.10 c)</p> <p>We assume that the second lock on point R500/60E1 is part of the point and therefore provided by the final beneficiary.</p>	<p>14. Second lock shall be in the scope of another contract (Civil works contract).</p>

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<p>15. Volume 3, Book 2, 2.6.2.1 a)</p> <p>Please provide the referred details about the function and configuration, otherwise these LC equipments could not be part of the offer and will be offered separately during project.</p>	<p>15. LC designs can be inspected at the Final Beneficiary's premises in Zagreb at the following adress: Croatian Railways - Infrastructure Mr. Mihael Glavaš Trg kralja Tomislava 11/I, Zagreb Tel: 378 2975 Fax: 484 1417 e-mail: mihael.glavas@hznet.hr</p> <p>from 20 March 2008 until 03 April 2008 everyday from Monday to Friday between 10:00 and 15:30 hrs local time.</p>
<p>16. Volume 3, Book 2, 2.6.2.6</p> <p>Please describe: who is responsible for that "free issued LC equipment" provided by the final beneficiary; e.g. for design, mounting, function, warranty, interface adaptations, documentation according Vol. 3, 1. 16.1 and acceptance issues?</p>	<p>16. Design, mounting, function, warranty, interface adaptations and documentation for LC equipment according to Vol. 3, 1.16.1 is the responsibility of the Contractor. Please see also answer number 17.</p>
<p>17. Volume 3, Book 2, 2.6.3 h)</p> <p>Please provide the referred details about the function and configuration, otherwise these LC equipments could not be part of the offer and will be offered separately during project.</p>	<p>17. Drawings for three (3) LC (Level Crossings) within the stations, containing referred details are given in Volume 5 (drawings number 1.1.4., 1.1.5., 1.1.6. and 1.1.11.). Those LC shall be provided by the Contractor as described in chapter 2.6.2 of Employer's requirements.</p> <p>Nine (9) existing LC type Bombardier SPA 2B/CR on the open line shall be interfaced to the new AB system via optical cable (copper cable connection can be offered). 4 LC on the open line shall be upgraded with barrier machines and half barriers. All mentioned equipment (3 Level Crossings) and relating works shall be provided by the Contractor.</p>
<p>18. Volume 3, Book 2, 2.10.6.1 a)</p> <p>As you wrote "Cable cabinets... will be mounted....": are these cabinets provided by the final beneficiary?</p>	<p>18. All cable cabinets shall be provided by the Contractor.</p>
<p>19. Volume 3, Book 2, 2.11</p> <p>There is no specification about main net input. We assume that local-network-feeder-voltage will be in accordance to IEC 60038, 3x230/400 V with tolerances ±10%. Is this correct?</p>	<p>19. Yes, that is correct. Local network-feeder-voltage is in accordance to IEC 60038.</p>
<p>20. Volume 3, Book 2, 2.11</p> <p>Is it possible to propose alternatives concerning the power supply referred in Vol 5, 1.1.7?</p>	<p>20. It is possible to provide alternatives with equivalent functionality. Contractor's obligation is to provide adequate power supply for particular station. Contractor has to check calculations for necessary power. Details about power supply requirements are given in Volume 3 §2.11.</p>

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<p>21. Volume 3, Book 2, 2.12.6.1 b)</p> <p>As there is not timetable system required: what is the purpose of the timetable printer?</p>	<p>21. For CTC manager workstation one printer can be used to achieve both functions (printing of events and timetables).</p>
<p>22. Volume 3, Book 2, 2.12.6.5 j)</p> <p>What is the meaning of this request? Which data should be exchanged on the “data change software interface”?</p>	<p>22. Diagnostic, configuration and event recorder data will be exchanged on the data change software interface.</p>
<p>23. Volume 5, Drawings</p> <p>The drawings in Volume 5 are inconsistent, e.g. points, tracks and signals in drawing “1.2.1. To-Vi_AB.pdf” differs to the detail drawing “1.1.3. Station layout_TOV.pdf”. Please state which drawings are binding.</p>	<p>23. For station layout please refer to station drawings (drawings number 1.1.1. - 1.1.6.). Drawing 1.2.1 is in tender documentation to give general overview of block sections.</p>
<p>24. With reference to Volume 1, Section 1, Instructions to Tenderers, at page 12 point 7 it is stated that: “The joint venture/consortium must have successfully completed at least 2 projects (each project of minimum EUR 10 million value) of the same nature and complexity comparable to the works concerned by the tender (railway signalling and telecommunication design and installation including technical disciplines required in this project; ERTMS/ETCS installation shall be the reference of ANY of J/V members at least in one of those projects) over the last 5 years. The lead member of joint venture/consortium must have completed at least one of these projects as a lead firm.”</p> <p>Question 24.1: if the leader of the Consortium / JV has completed 2 projects of the same nature and complexity over the last 5 years, but the other partners of the Consortium / JV don't fulfil this requirement, is the Consortium / JV compliant to point 7 aforementioned?</p> <p>Question 24.2: can the leader set up Consortium / JV with partners with whom the leader never worked in the past?</p> <p>Question 24.3: does the word “ANY” that we have marked in capital letters mean “one of them”?</p>	<p>24.1. In the event of a Consortium/Joint Venture, apart from the minimum selection criteria that are defined for the lead member, the other partners in a joint-venture/consortium must only have the ability to carry out at least 10% of the works. There are no additional specific requirements for the other members of a joint-venture/consortium.</p> <p>24.2. Yes, the Consortium/Joint Venture can be established by Companies that have never worked jointly on projects in the past.</p> <p>24.3. Yes, that is correct.</p>
<p>25. Does the SDH system specified at page 9 of the Employer Requirements have to be included in this offer?</p>	<p>25. No. All systems described in chapter 1.3.3.1 (page 9 and 10 of the Employers Requirements) will be existing systems before commencement of signalling works.</p>
<p>26. According to Croatian laws, is it allowed to subcontract an activity or service that has been already subcontracted?</p>	<p>26. Tenderers must identify all subcontractors when submitting their offers (Volume 1, Section 4, Form 4.1., Article 4.1.10.) and provide documents required under</p>

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	Sub-clause 3.5 of the Instructions to Tenderers for each subcontractor. Any further subcontracting after the Contract is awarded is not acceptable.
27. How many locos will be used for the testing of the trackside system? What type?	27. It is obligation of the Contractor to provide ETCS equipped locos necessary for testing of ETCS level 1 system. However, two “classic” locos will be provided by Croatian Railways - Infrastructure for the testing of other signalling systems.
28. Who will be responsible for providing the locos to be used for the tests?	28. Please read answer number 27.
29. Who will pay for the costs connected with the locos to be used for the tests?	29. Two locos which are not ETCS equipped will be provided by the Croatian Railways – Infrastructure free of charge.
30. Who will be responsible for providing the drivers of the locos to be used for the tests?	30. “Croatian Railways – Train traction” will be responsible for providing the drivers of the locos to be used for the tests because drivers/pilots have to be certified in accordance with Croatian law.
31. Who will pay for the drivers of the locos to be used for the tests?	31. The Croatian Railways - Infrastructure will pay for the drivers of the locos to be used for the tests.
32. Should the cost of the locos be paid by the contractor, and should Croatian Railways Infrastructure be available to rent the locos, what is the price for the loco rental?	32. The costs connected with the ETCS equipped locos will be paid by the contractor. Non ETCS equipped locos costs shall be paid by the Croatian Railways - Infrastructure.
33. How many ERTMS on-board systems will be used for the tests?	33. The Contractor shall define how many locos equipped with ERTMS on-board systems will be used for the tests.
34. Do the ERTMS on-board systems have to be interfaced with STM modules? If yes, what kind of STM modules?	34. On-board ERTMS equipment will be used by the Contractor only for ETCS level 1 testing and trials. STM does not have to be interfaced with ERTMS.
35. How will be paid the costs connected with the supply, installation and putting in operation of the ERTMS on-board systems?	35. If Contractor chooses such solution, he will pay the costs connected with the supply, installation and putting in operation of the ERTMS on-board systems.
36. Will the ERTMS on-board systems become property of Croatian Railways - Infrastructure?	36. No, the ERTMS on-board systems will not become the property of Croatian Railways – Infrastructure.
37. Will the ERTMS on-board systems be delivered to the manufacturer when the tests will be finished?	37. Yes, the ERTMS on-board systems will be delivered to the manufacturer upon completion of necessary tests.
38. Is a traditional (not STM) Indusi on-board system required for the locos to be used for the test?	38. Yes, that is correct. Indusi on-board system is required for the locos to be used for the tests.
39. Who will choose the Independent Assessor and the Notified Body for the external assessment of the	39. The Contractor will choose the Independent Assessor and the Notified Body for the external

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safety of the system?	assessment of the safety of the system.
40. Who will pay for the Independent Assessor and the Notified Body that will perform the assesment of the safety of the system?	40. The Contractor will pay for the Independent Assessor and the Notified Body that will perform the assessment of the safety of the system.
41. Must the ERTMS on-board system implement the Sleeping mode according to UNISIG SRS?	41. Yes, Sleeping mode according to UNISIG SRS has to be implemented to the on-board ERTMS system.
42. Must the ERTMS on-board system implement the Non Leading mode according to UNISIG SRS?	42. Yes, Non Leading mode according to UNISIG SRS has to be implemented to the on-board ERTMS system.
<p>43. Payments. Volume 2 section 3 particular conditions of contract Paragraph 14.7. It is stated that “any payment made within the country shall be made in the Croatian currency countervalue of the relevant amount due in EUR”</p> <p>Question 43.1: Are these payments in HRK related only to the local activity of the branch / JV?</p> <p>Question 43.2: Will the activities made abroad (such as supplies of equipment) be paid in EUR?</p> <p>Question 43.3: In order to receive EUR, will the supply be invoiced only by the head office?</p> <p>Question 43.4: Will the invoice be made in EUR or in HRK?</p>	<p>43.1. – 43.3. Currency of payments from the Employer to the Contractor is not related to country/region/area where the cost has incurred but to the legal entity of the Contractor.</p> <p>Namely, according to the national legislation, the foreign Contractor is obliged to establish a branch office or a Limited Liability Company in Croatia for the purpose of conducting contracted works. Also, it must be emphasized that a branch office is not considered to be a separate legal entity. However, a Limited Liability Company is acquiring a legal personality at the moment of establishment.</p> <p>Therefore, if the Contractor is a foreign legal entity that has established the branch office in Croatia for the purpose of Contract implementation, payments from the Employer to the Contractor will be made to the foreign founder in euros (EUR). On the other hand, if the Contractor is a foreign legal entity that has established the Limited Liability (Ltd.) Company in Croatia for the purpose of Contract implementation, payments from the Employer to the Contractor will be made to the locally established Company in national currency (HRK) since Ltd. Company has the status of a legal entity. If the Contractor is a national legal entity (Company established in Croatia), payments from the Employer to the Contractor will be made in national currency (HRK).</p> <p>43.4. Invoices from the Contractor to the Employer (Advance Payment, Interim Payment Certificates and the Final Payment) will be issued in both national currency and euros for all legal entities established in Croatia. This is due to two reasons:</p> <ol style="list-style-type: none"> 1. The Contract will be signed with all amounts stipulated in EUR and the invoices must correspond to the contracted amount, 2. According to national legislation, all payments in Croatia must be made in national currency. <p>For all foreign legal entities, invoices will be made in euros since payments from Croatia to foreign entities are made in the currency of respective country.</p>

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<p>44. On the contract, will the Client apply any withholding tax? If yes, what will be the applied percentage?</p>	<p>44. According to national legislation (Official Gazette 8/02, 11/02) 38% of the contracted amount will be exempted from value added taxes (VAT), import duties and import taxes since this part is financed by the European Commission through ISPA Programme. (However, costs of forwarding agents during the import process will be fully borne by the Contractor.)</p> <p>The part of the Contract which is financed from the national budget (62% of the contracted amount) is governed by the VAT (OG 78/99, 117/99, 73/00, 92/01, 47/03, 140/05) and other relevant Croatian legislation and therefore any withholding taxes, import duties and import taxes will be applied on 62% of the contracted amount.</p> <p>Percentage of VAT calculated in Croatia is 22% of the invoiced amount.</p>
<p>45. In case the contract is signed by a Consortium / Joint Venture, must every partner establish its own branch?</p>	<p>45. No, since Consortium/Joint Venture is established by a contract agreement between members for a specific purpose/project and therefore does not acquire legal personality as a separate legal entity only the Leading partner must establish its own branch office.</p>
<p>46. In case the contract is signed by a Consortium / Joint Venture, must only the leader establish its own branch?</p>	<p>46. Please see answer number 45.</p>
<p>47. In case the contract is signed by a Consortium / Joint Venture, will a unique branch be opened on behalf of the whole Consortium / Joint Venture?</p>	<p>47. Since the branch office is established by the Leading partner of a Consortium/Joint Venture and the branch office is not considered as a legal entity, the contractual agreement establishing the Consortium/Joint Venture is valid and binding for all members of such a partnership.</p>
<p>48. In Volume 3 Book 2 Paragraph 2.13.7.1 it is stated that "The decentralised ECTS solution shall also be applied to Automatic Block". Can you clarify with further details what you mean with this sentence, please?</p>	<p>48. LEU (Lineside Electronic Unit) shall be interfaced directly to the block signals. In other words standalone LEU shall be used.</p>
<p>49. Is it mandatory to propose the Euroloop solution for the ERTMS infill functionality?</p>	<p>49. No, it is not mandatory to propose the Euroloop solution for the ERTMS infill functionality. Please see also answer number 50.</p>
<p>50. Is it possible to propose a solution based only on Eurobalises for ERTMS infill functionality?</p>	<p>50. Infill solution based only on eurobalises can be offered.</p>
<p>51. Which are the UNISIG documents applicable for this project?</p>	<p>51. UNISIG Applicable documents are given in Employer's Requirements Appendix 3.1, ETCS level 1 - List of Specifications.</p>
<p>52. Can you specify the versions of the UNISIG documents applicable for this project?</p>	<p>52. Document versions are given in Employer's Requirements Appendix 3.1, ETCS level 1 - List of Specifications</p>

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53. Must the arrow locks be supplied in this project?	53. No. Arrow locks shall be supplied in the scope of another contract (Civil works contract).
54. Can we have a description of the arrow locks (if they are required)?	54. Please see answer number 53.
55. Must a lightning device be supplied and installed for ending part of the point?	55. If point indicators with bulbs are envisaged then they have to be provided by the Contractor if there are no shunting signals at that point/turnout.
56. Must an automatic block system be supplied between Tovarnik and Šid?	56. No. The Contractor must provide Interstation dependence equipment between Tovarnik and Šid.
57. Which cable ducts will be part of the scope of work of this contract?	57. In the scope of this contract pillar mounted cable ducts on the open line (between home signals of two adjacent stations) shall be provided by the Contractor. Designs necessary for installation of pillar mounted cable ducts shall be made by the Contractor. Omission is made in paragraph d, 2.10.1 of Employer's Requirements where is written that the pillar mounted cable ducts in Station Jankovci are included in the scope of signalling rehabilitation works. First sentence of paragraph d should be: "Cable ducts in the Local Station area will be laid within the scope of civil works contract."
58. Volume 2 - Section 3 – Particular Conditions – Par. 6.11. At the end of the paragraph it is stated that: "Add new sub-clause 6.12 through 6.17". Indeed we find the additional item 6.12 through 6.16, but not 6.17. Please confirm if the new added paragraphs are up to 6.16 or up to 6.17. In the latter case please provide the text.	58. Yes, we confirm that sub-clause 6.17. is intentionally missing. Last sentence of sub-clause 6.11. on page 11 of the Particular Conditions should read as follows: "Add new Sub-Clauses 6.12 through 6.16 as follows:"
59. Volume 2 - Section 3 – Particular Conditions – The particular conditions jumps from Paragraph 20 "Claims, disputes and arbitration" to paragraph 22 "Ethics". Please confirm that paragraph 21 is intentionally missing.	59. Please be informed that clause 22 – Ethics (sub-clauses 22.1 – 22.10) should read as clause 21 – Ethics (sub-clauses 21.1 – 21.10).
60. With reference to Volume 3 Book 2 Paragraph 2.1 4.6.1 b), can you supply the applicable documents and regulations regarding phone cabinets, please?	60. Applicable documents are enclosed as Annex 1 of these questions and answers.
61. Volume 4 – Paragraph 4.1.2.1 – Schedule of prices – The tender dossier suggests to use the model included at point 4.1.2.1. Is it possible to provide a more detailed schedule of prices and to be paid accordingly, in line with the schedule of payment included at paragraph 3?	61. Table 4.1.2.1. shall be fulfilled with the prices by the Tenderer. All amounts listed in the Tender (table 4.1.2.1.) will be paid during the execution of the works in accordance with table 3. Schedule of Payment (15% as the advance payment, the interim payments according to percentages stipulated in columns (d) and (f) and the remaining amount of 10% in accordance with the GCC 14.9 Payment of Retention Money and Volume 4, Schedule of Prices, 2. Payments, Retention monies). It is not possible to provide a more detailed schedule of prices

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<p>62. Volume 4 – Schedule of prices – Paragraph 1. General – The tender dossier specifies that the final price must not include taxes, customs and import duties. However, in the form 4.1.2.1. there is a column intended to include taxes and other duties. Furthermore, the summary at point 4.1.3. clarifies that VAT will be added on the total amount. Please clarify.</p>	<p>62. The Tenderer is obliged to provide the final price of the works excluding taxes, customs and import duties and stipulate this amount in column 3 (Amount EUR) of the table 4.1.2.1. and in column 6 (Amount EUR) of the table 4.1.2.2.</p> <p>However, taxes, customs and import duties must be calculated for 62% of the accepted contract price as explained in paragraph 7 of the Preamble to the Volume 4 and this figure must be stipulated separately in column 4 (Taxes and other duties) of the table 4.1.2.1. and in column 7 (Taxes and other duties) of the table 4.1.2.2.</p>
<p>63. With reference to Volume 3 – 1.13.5 “A detailed Reliability Plan shall be submitted for approval as part of the SAP including:Techniques for allocation of quantitative requirements to lower level functional elements...” Can we have further details? Shall we develop a RAMS allocation process? Of what? Of “the global availability of the CTC (99,999%)”?</p>	<p>63. RAMS allocation process shall be developed for the entire signalling and CTC system that must guarantee availability and other parameters of RAMS equivalent to RAMS parameters for the signalling equipment installed on the lines of the same category as in the EU countries.</p>
<p>64. According to the form 4.6.1.2 it is required to provide 4 site representatives: principal site engineer, assistant site engineer (signalling), assistant site engineer (telecommunications), assistant site engineer (civil works).</p> <p>Question 64.1: Is it mandatory to have 4 distinct people for the 4 roles?</p> <p>Question 64.2: In particular is it possible that 1 single person (with proper experience) is responsible for the 3 roles (signalling + telecommunications + civil works) required for the assistant site engineer?</p>	<p>64.1. Personnel to be employed on the contract have to be proposed in accordance with Instructions to tenderers paragraph 4.1.5 and as written in form 4.6.1.2. It is mandatory to have 4 distinct people for the 4 roles.</p> <p>64.2. It is not possible to nominate one person to be responsible for three roles (signalling + telecommunications + civil works engineer).</p>
<p>65. In order to install Eurobalises on concrete sleepers, is it possible to make 4 holes in every relevant concrete sleeper with the following characteristics? The 4 holes are positioned at the vertexes of a rhombus with 2 diagonals 160 and 400 mm long. Diameter of every hole: 8 mm. Depth of every hole: 50 mm. Substance to fill every hole: sealing resin.</p>	<p>65. Eurobalises fastening solution <u>without</u> holes in sleepers have to be proposed by the Tenderers.</p>
<p>66. Volume 3, Book 2 2.2.2.3 a)</p> <p>What means “swinging overlaps”?</p> <p>Normally, the trailing points in the overlap are not locked and can be operated by the signaller (operator). That means the signaller can move these points to left or right position with signaller command “operate point”. We suppose, when the overlap is set due the route setting procedure in the interlocking, the overlap can not be changed on a later time for this route, only</p>	<p>66. Your definition of swinging overlap is correct with one additional requirement. Namely, when the train route is being set operator can chose between few offered overlaps.</p>

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the trailing points inside the overlap can be moved by operator command.	
67. Volume 3, Book 2 2.3.1 e) Is it possible to reuse existing signal equipment in any way? Please specify reuseable environment and amount.	67. There is no existing signalling equipment except level crossings on the open line.
68. Volume 3, Book 2 2.3.3 a) We assume that it is allowed to provide lamps with 20 W for point indicators. Please confirm.	68. Yes, lamps with 20 W can be provided for the point indicators.
69. Volume 3, Book 2 2.12.1 c) Which routings and switching components are provided by the customer?	69. Routing and switching components that are provided by the Final Beneficiary (Croatian Railways - Infrastructure) are stipulated in sub-chapter 1.3.3.1; paragraph c), on pages 9 and 10 of Volume 3 (Employers requirements – Book 2).
70. Volume 3, Book 2 2.13.1 a) What issue of FRS is valid - 4.29 or 4.50?	70. FRS 4.29 is valid as stated in sub-chapter 2.13.1; paragraph a), on page 103 of Volume 3 (Employer's requirements – Book 2).
71. Volume 3, Book 2 2.6.3 h) Please provide the referred details about the function and configuration, otherwise these LC equipments could not be part of the offer and will be offered separately during project. The approach lock, like "route cancellation" or "emergency route cancellation"?	71. Please see answers number 6 and 17.
72. Volume 3-EMPLOYER'S REQUIREMENTS- pag.112, chapter 2.14.1.4 par a & c: In par a the needed interfaces are quantified by typology as follows: <ul style="list-style-type: none"> • Local battery (inductor phone) pcs 15 • Automatic fixed telephone exchange interfaces (T-com) pcs 3 • Passenger public address system pcs 2 • Talk back terminal pcs 2 Question: Referinig to par. c we would like to have more information on: - the functionalities of all the "lines" and - the relevant, fysical interfaces? Question: - Which European Standards The Railway Automatic Telephone Exchange and T-com are respecting? - If not EU standard, please supply the technical interface details	72. Your conclusion is not correct since designation "pcs" only stipulates number of lines. There will be only one public address system but with two functions - one is passenger address system and the second is official address system. At the moment Croatian Railways - Infrastructure is in the process of renewal of PBX (Private Branch Exchange) in station Vinkovci. Ericsson MD110 BC12 will be installed during this year.

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<p>73. Volume 3 - EMPLOYER'S REQUIREMENTS – pag. 115, chapter 2.14.5.3 par c:</p> <p>In par. c the UHF system is described as stand-alone that is with its own microphone and laundspeaker.</p> <p>In chapter 2.14.1 ballet-point 4 the to have interfaces for UHF and GSM-R too.</p> <p>Question:</p> <p>The UHF and GSM-R interfaces are to be present in the supply:</p> <ul style="list-style-type: none">- in all the four stations?- are they only to be foreseen for simple future upgrade, but not to be installed?	<p>73. UHF system in station Tovarnik is stand-alone, it does not have to be interfaced to Digital Communication System.</p> <p>Support for GSM-R interfaces is needed for simple future upgrade and therefore abovementioned interfaces will not be installed during the execution of this contract.</p> <p>UHF system shall be provided just for station Tovarnik.</p>
<p>74. Volume 3 - EMPLOYER'S REQUIREMENTS – pag. 117, chapter 2.14.7.3 par a: “In accordance with cable structure and assignment of pairs within the cable it may be necessary to apply loading coils and balancing in particular cable pairs.”</p> <p>Question:</p> <p>We do believe, and our experience confirms, that technically speaking it is possible for the “Railway” to avoid loaded (pupin) lines, saving costs and performances: is the supplier free to apply this technology or not??</p>	<p>74. Different technical solution can be applied if the tenderer encloses to his offer description of such technical solution and evidence that the transmission quality will not be lower without loading coils.</p>
<p>75. Volume 3 - EMPLOYER'S REQUIREMENTS – pag. 115, chapter 2.14.6.1 par a, b:</p> <p>Question:</p> <p>Referring to the forecast Phone cabinet tipology, (i.e. TOBO, TOBM,...), we would like to have the relevant documentation.</p>	<p>75. Electrical scheme of few types of phone cabinets are enclosed to this document as Annex 1.</p> <p>On the basis of the drawings in Volume 5 following conclusion can be made:</p> <ul style="list-style-type: none">12 LB phone boxes type TOUS3 LB phone boxes type TOBO9 LB phone boxes type TOBM(TOPS)6 LB phone boxes type TOIS

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<p>76. Volume 3 - EMPLOYER'S REQUIREMENTS – pag. 90, chapter 2.11.1 Drawings 3.1-3.7:</p> <p>Question: In the tender drawings one Diesel Generator only is present, into the Tovarnik new building: please confirm:</p> <ul style="list-style-type: none">• One diesel generator only is required for the whole system• The Tovarnik new building is in the scope and paid in this contract. <p>On the contrary please specify:</p> <ul style="list-style-type: none">• How many diesel generators are forecast- Where they have to be installed	<p>76. One diesel generator set shall be delivered for each of the stations. That means 3 diesel generator sets shall be provided by the Contractor. Diesel generators shall be installed in dedicated rooms in equipment buildings in particular stations.</p> <p>The construction of new equipment building in Tovarnik station as well as adaptation of buildings in Jankovci and Djeletovci stations are part of this contract.</p>
<p>77. The financial statements of the past 3 years has to be certified by an official translation institution?</p>	<p>77. Yes, that is correct. If financial statements are issued by a relevant authority/body in another language, they have to be translated in English and certified by an official translation institution.</p>
<p>78. <u>According to Volume 4, § 4.1.1 (Schedule of Prices - Preamble) and Volume 2, section 3, sub-clause 14.1 (Particular conditions - Contract Price) of the Tender Documents</u> :</p> <p>"The tender price must not include taxes, customs and import duties that are levied in accordance with the laws and regulations of the state of the Contracting Authority on the production, manufacture, sale and transport of the Contractor's plant, machinery, materials and supplies to be used on or furnished under the contract.</p> <p>This information should be provided separately as it is defined below:</p> <p>The Contractor is partially exempted from VAT, import duties and import taxes levied on import on Contract items into the Country for 38% of the eligible Contract Price, which represent the part financed by the ISPA programme in accordance with the Framework Agreement between European Commission and the Government of the Republic of Croatia in the European communities aids programmes (NN 8/02, 11/02)</p> <p>The part of the Contract which is not financed by ISPA is governed by the VAT (NN 78/99, 117/99, 73/00, 92/01, 47/03, 140/05) and other relevant Croatian legislation.</p> <p>VAT shall be added at the end of the Grand Total of the Summary in accordance with the above mentioned regulations."</p> <p>"The Contractor shall prepare the necessary exemption and other documents in accordance with the Laws of the Country, the requirements of customs</p>	<p>78. The Contractor is requiring exemption of VAT in his name and on its own behalf with the invoices that he submits to the Employer for the works implemented according to the Contract. Therefore it is the obligation of the Contractor to prepare necessary documents and submit them to the Employer for payment after obtaining the approval from the Supervising Engineer.</p> <p>When the Contractor is importing goods, he is also performing these activities in his name and on its own behalf. Therefore, the Contractor shall prepare necessary documents (e.g. Certificate of VAT and import duties exemption) and submit them to the Employer for verification after obtaining the approval from the Supervising Engineer that the goods are imported for the purpose of works contract implementation.</p> <p>The amount of taxes, customs and import duties will be reimbursed to the Contractor for the 62% of the contracted amount, as explained in Volume 4, § 4.1.1 (Schedule of Prices - Preamble) and Volume 2, section 3, sub-clause 14.1 (Particular conditions - Contract Price) of the Tender Dossier, when the Contractor submits payment certificates for implemented works to the Employer.</p>

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<p>and other legally constituted authorities, and any other reasonable requirements of the Employer. The Contractor shall be entirely responsible for the presentation of documentation in order to clear the Goods through the customs authorities, and shall be deemed to have been satisfied (before submitting the Tender) as to relevant procedures."</p> <p><u>Question:</u></p> <p>Is the Contractor allowed to prepare the formalities described above in the name of the Employer (i.e. necessary exemption and other documents, necessary requirements, presentation of documents and clearance of Goods through the customs authorities)? In such a case, the Contractor would provide the Employer with the customs documents, and then the Employer would reimburse the Contractor. The amount of taxes, customs and import duties would be provided separately as an estimation in the Contract Price.</p>	
<p>79. Volume 3, Book 2; General</p> <p>"Regulation 402" is mentioned in your tender description several times.</p> <p>a) Is "Regulation 402" valid and in force officially? b) If it is a valid and official regulation, please make it public to all tenderers.</p>	<p>79. All references to regulation 402 should be disregarded because regulation 402 is not drafted and therefore is not valid and in force at the moment.</p>
<p>80. Volume 3, Book 2; 1.4.9</p> <p>We assume that the keylocks 13 and 14 in Jankovci station are mechanical and therefore not to consider in the interlocking logic in anyway. Please confirm.</p>	<p>80. Derailers I3 and I4 in Jankovci station are in dependency with interlocking via key lock as shown on drawing 1.1.1. in Volume 5 of Tender Dossier.</p>
<p>81. Volume 3, Book 2; 2.2.1</p> <p>"Regulations Signal Book – Regulation 1 and Traffic Book – Regulation 2" is mentioned in your tender description several times.</p> <p>- Please tell us which is the valid version? - Please provide us with an official version.</p>	<p>81. Applicable data from Regulations for Signalling and Traffic, that are necessary for preparation of the offer, is already included in the Employers Requirements.</p>
<p>82. With reference to components (such as cables, telecommunication systems, relays, etc...) that came from an EU country and are certified/homologated in this EU country, do these components need a new certification/homologation process? If yes, who is the Body responsible for certification?</p>	<p>82. Certificates originating in EU countries will be accepted in accordance with relevant Croatian laws (Act on Technical Requirements for Products and on Conformity Assessment - Official Gazette 158/03 – provided in electronic format with Tender Dossier).</p>
<p>83. Can a tenderer (sole tenderer or member of a Consotium/JV) appear also as a supplier of products in the offers of other tenderers?</p>	<p>83. A Company that is submitting an offer as a sole Tenderer or a Company participating in Consortium/Joint Venture that is submitting an offer can also be a supplier of products in the offers of other</p>

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	Tenderers.
84. Are protecting shields – for axle counters and Indusi balises – included in the scope of work of the tender?	84. Yes, they are included in the scope of work of the tender. The Contractor shall provide protection accessories for axle counters and Indusi balises.
85. Can the same supplier participate in tendering procedure for several different tenders, even if he takes more than 10% of the Contract value, in those bids in which he participates?	85. One Company can participate as a supplier in several different tenders even if the value of supplies represents more than 10% of the final contracted amount.
86. Can a sub-contractor to one tenderer be also a supplier to others?	86. A Company that is nominated as a subcontractor in one Tender can also be a supplier to others. Also, one Company can not participate as subcontractor in more than one Tender.
87. Volume 2 – Section 3 – Particular Conditions – Par.17. It is stated to add paragraph 17.8 after paragraph 17.6 of the General Conditions. Please confirm that paragraph 17.7 is intentionally missing.	87. Please be informed that clause 17.8 – Contractor’s Care of the Existing Facilities should read as clause 17.7 – Contractor’s Care of the Existing Facilities.
88. Volume 1 – Section 1- Instructions to tenderers – Par. 4.2 bullet No. 4. It is stated that “The tenderer must carry out at least 70% of the contract works by his own resources,...”. We would like to know if products bought by suppliers are considered as “own resources” for the tenderer.	88. If the question means that the Tenderer is purchasing supplies for the performance of the Contract by his own resources, than products bought by Tenderer from suppliers can be considered as “own resources” as required under bullet No.4, sub-clause 4.2 of the Instructions to tenderers.
89. Volume 1 - Section 1: Instructions to Tenderers - Point 3.4. f) Which institution in Croatia can issue the satisfactory evidence that the tenderer is not in the situation from Point 3.4. f) and according to which law?	89. There is no special certificate issued by the national authority in this respect. Therefore, Tenderer must prepare his statement that he is not in the situation from Point 3.4. f) and the Contracting Authority (Employer) will check this issue during the evaluation.
90. Volume 1 - Section 1: Instructions to Tenderers - Point 3.5. "Tenderers must provide a declaration to the effect that they are not in any of the exclusion situations listed in section 2.3.3. of the Practical Guide to contractual procedures for EC external actions. ..." To satisfy this request, is it enough to sign the Tenderer's declaration or the tenderer has to make a separate statement?	90. To satisfy the request stipulated in last paragraph of sub-clause 3.5 of the Instructions to tenderers: <i>"...Tenderers must provide a declaration to the effect that they are not in any of the exclusion situations listed in section 2.3.3 of the Practical Guide to contractual procedures for EC external actions. This declaration must cover all members of a joint venture/consortium, all subcontractors and all suppliers to tenderers."</i> , signature of the Tender submission form, which includes Tenderer's declaration, is only obligatory. There is no need for further document to be submitted in this respect.
91. Ref. Instruction to Tenderer par. 14.3.9 – Provision of cash flow statement: we understand that this document is a statement where the Contractors provide an estimation of the amount that each month,	91. Yes, that is correct.

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<p>in accordance with the work programme, will be invoiced to the Contracting Authority by the Contractor. This cash flow statement will consider the advance payment bill, the repayment of the advance payment and the retention money in line with the contractual requirements. Please confirm.</p>	
<p>92. If Croatian Railways - Infrastructure are going to put at the Contractor's disposal a loco for the ETCS tests, please specify its type, age, power/capacity and present approximate value in Euro (in order to fill in properly the Form 4.6.2.1 "Plant").</p>	<p>92. The Contractor has to provide everything that is needed for ETCS level 1 testing at his own expense. That includes ETCS equipped loco.</p>
<p>93. If Croatian Railways - Infrastructure are going to put at the Contractor's disposal a loco for the ETCS tests, please specify also if 2 Croatian Railways - Infrastructure technicians (1 electrical and 1 mechanical technicians) will be available, at free of charge, for assistance for the installation of the ETCS on-board equipment.</p>	<p>93. Please read answer number 92. The Contractor has to provide everything that is needed for ETCS testing at his own expense. That includes electrical and mechanical technicians.</p>
<p>94. With reference to Instructions to Tenderers (at pg 9) and Evaluation Grid (at pg 7 point 27), is it possible, for the site tests of the ETCS track-side system, to use a car (we mean a coach) equipped with an ETCS on-board system instead of a loco equipped with an ETCS on-board system? We assume that this car will be moved by a loco provided at free of charge by Croatian Railways - Infrastructure (please confirm that this assumption is correct).</p>	<p>94. For the site tests of the ETCS track-side system it is possible to use coach equipped with an ETCS on-board system. In that case the coach will be moved by a loco provided free of charge by Croatian Railways – Infrastructure.</p>
<p>95. With reference to the Form 4.6.2.2 (Equipment to be installed) is it possible to specify the names of 2 or 3 companies as possible suppliers for the same equipment?</p>	<p>95. Yes, it is possible to stipulate the names of more than one supplier for the same equipment in the Form 4.6.2.2. However, please be informed that every supplier must satisfy the eligibility criteria regarding the country of origin which must be stipulated in column 3 of the Form 4.6.2.2. and that only those companies that are identified as suppliers in the Tender will be acceptable during the implementation of the contracted activities.</p>
<p>96. In Appendix to Tender 1.1.2.4 & 1.3 the name and the address of the Engineer is not specified. Please communicate who will be the Engineer before the tender submission deadline.</p>	<p>96. The title and address of the Company providing team of Supervising Engineers will be inserted by the Contracting Authority during the preparation of Contract for this Tender.</p>
<p>97. In appendix to tender 8.7 and Definitions of Sections, we understand that the whole Works and Sections are both subject to delay damages. Please confirm that : - In case delay damages for the whole Works are due, no other delay damages are applicable and if one section (or several) has been already subject to delay damages, the relevant amount shall be deducted from the amount to be paid for the whole Works, - In case delay damages are paid due to delayed Section(s) and the whole Work is delivered in due</p>	<p>97. Delay damages will be calculated for the whole Works, not per Section and in accordance with GCC 8.7 Delay Damages and 8.2. Time for Completion. If delay damages are due for the whole Works, no other delay damages are applicable. In case the whole Works are delivered in due time, then no delay damages will be charged to the Contractor.</p>

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time, then the delay damages relevant to Section(s) shall be reimbursed to the Contractor.	
98. We understand that the article 1.5 of the General Conditions is modified by article 2 of the Contract Agreement (even if this is not expressly mentioned) since the list of applicable documents is not the same as the one appearing in the Contract Agreement. Please confirm.	98. Yes, that is correct.
99. In article 1.6 of the Particular Conditions what do you mean by "the contract agreement shall be based upon the form annexed to the particular conditions" since there is no form annexed to the particular conditions.	99. By the form annexed to the particular conditions, it is meant Contract agreement form given in Volume 2, Section 1.
100. Please clarify the meaning of the article 22.2 of the Particular Conditions, dealing with the Conflict of Interests.	100. Article 22.2 of the Particular Conditions is meant to avoid any possible conflict of interest by assuring that the Contractor, Subcontractors and Suppliers stipulated in the Contract will not, in the scope of this or any other contract, perform any activity which may influence other contracts/components of this project without prior written authorisation of the Employer.
101. What kind of existing TK equipment should be connected on Digital Communication Systems UPS (please specify power consumption for each component and each station)? <i>Page 110, Chapter 2.14.1., last point</i>	101. Existing TK equipment shall not be connected to the new UPS.
102. Some specific Motorola equipment is required in chapter 2.14.5.3. (page 115). This equipment is out of production. Is it allowed to use equivalent Motorola equipment?	102. Yes, equivalents are allowed.
103. In Vinkovci station, between Signalling Building and Station Building, should be laid down cable 15x4, for the needs of connecting Digital Communication System and Terminal. Is it part of civil work tender or should be offered by contractor. <i>Page 110, Chapter 2.14.1.1.</i>	103. Cabling in Vinkovci station shall be done by the Signalling Works Contractor.
104. During the track visit it was discovered that underground cable conduit in Jankovci station, between Station Building and Facilities Building does not satisfy demands for cable installation. Is it part of civil works to make new underground cable conduit (16 tubes, 110 mm) or it should be offered by contractor. <i>Page 111, Chapter 2.14.1.2.?</i>	104. Cable conduit between Station Building and Facilities Building in Jankovci station is part of another contract (Civil Works contract).
105. There is an existing diesel generator set in Vinkovci station and it should be used for power supply of new CTC equipments or suitably replaced. What is the power range of existing diesel generator set and what is the existing power consumption? <i>Page 102, Chapter 2.12.6.6. b)</i>	105. According to preliminary design, additional power supply for CTC equipment in Vinkovci station is not needed. The power of existing diesel generator set is 100 kVA.

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<p>106. As regards to paragraph 1.3.3.1 of Volume 3, book 2, Employer's requirement, we understand that the Civil Work Contractor shall supply a fully operational SDH system (including newly installed fibre optic and SDH nodes), as specified in the mentioned paragraph, and that the Signalling Rehabilitation Contractor shall only be responsible for supplying the Telephony and Public announcement systems and relevant commissioning. Please confirm</p>	<p>106. SDH system described in paragraph 1.3.3.1 of the Employer's requirements (Volume 3, Book 2) will be installed in the scope of another project "Optical backbone on Corridor X".</p> <p>Second fibre optic cable including equipment necessary for connection of that cable to SDH system described in 1.3.3.1 and equipment described in 2.14 of Employer's Requirements shall be provided by the Signalling Works Contractor.</p>
<p>107. As regards to the planning (bar chart) attached to the Employer's Requirements (at page 125), we understand that since it is not consistent with paragraph 1.6.3 Schedule of the Works, point d) of the Employer's Requirements, the latter paragraph prevails and the above mentioned planning (bar chart) doesn't have to be taken into consideration. Please confirm.</p>	<p>107. Gantt chart at page 125 of Employer's Requirements is provided to give guidelines for Tenderers schedule of works. However, please take note that all works have to end within 730 days from the commencement date of the Contract as stipulated in point 15 of the Procurement Notice.</p>
<p>108. As regards to paragraph 14.1.3 of the "Content and Presentation of Tender", we understand that the envelope/package of the Tenderer's offer will contain two envelopes: one envelope, containing the administrative documents and another envelope, containing the schedule of price and the technical proposal. Please confirm.</p>	<p>108. According to paragraph 14.1.3. there must be two envelopes. One containing administrative documents and technical proposal and the other one containing only the schedule of prices (in hardcopy and in electronic form).</p>
<p>109. The tender can be submitted not only by the company who bought the tender documentation but by another company to the extend that this company and the company who bought the tender documentation belongs to the same Group of companies, and that the company submitting the tender has therefore no obligation to buy again the tender documentation.</p>	<p>109. Yes, that is correct.</p>
<p>110. Regarding point machines, we delivered a lot of letters to different manufacturers, including Thales, asking for a quotation. The answers of all these companies is that they don't have any point machine equivalent to the Thales L700H one. The answer of Thales is exactly the following: "Thanks for your enquiry of point machines. Please send your request to the Croatian Railways - Infrastructure. They will make sure that every interested company will get the same offer of point machines." As you can see, Thales is not going to submit any offer to us. In order to guarantee fare competition in this tender, we propose and recommend that point machines are excluded from the scope of work of this tender and bought separately by Croatian Railways - Infrastructure. Another option could be the one proposed by Thales, even if we recommend the solution above. If you don't do anything regarding this issue, we believe there will be no fair competition in this tender.</p>	<p>110. Thales L700H is not in a monopolistic situation on the market. To our knowledge, there is at least one other manufacturer of point machines (EBI switch 700 manufactured by Bombardier Transportation (ZWUS) Polska) which satisfies requirements stipulated in Employer's Requirements in Volume III of Tender Dossier and eligibility requirements according to Practical Guide to contract procedures for EC external actions (stipulated also in clause 3 of the Instructions to Tenderers).</p>

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111. In what parts of the Vinkovci-Tovarnik to State Border section the existent wood sleepers will be replaced by concrete sleepers?	111. Wooden sleepers will be replaced by concrete sleepers on the open line and on the main passing tracks.
112. What types of tracks (e.g. Uic60, S49) will be installed and where?	112. On the main passing tracks (straight tracks) rail type 60E1 will be installed and on the rest of the tracks rail type 49E1 shall be installed.
113. With reference to Volume 3 Employer Requirements par. 2.4.10, how many points R500/60E1 will be installed?	113. All turnouts is station Jankovci and Djeletovci will be R500/60E1. Locations and quantities of point machines are given on drawings 1.1.4 and 1.1.5 in Volume 5 of Tender Dossier.
114. Must a new copper cable be supplied and installed between Tovarnik and Šid? Can an existent copper cable be used?	114. Between Tovarnik TK Container at the border and Šid station existing signalling and telecommunications cable (STKA) cable will be used.
115. Regarding Thales L700H point machines, we propose that this equipment is supplied by Croatian Railways – Infrastructure at free of charge for the Contractor. The Contractor will be responsible for installation and commissioning of these point machines.	115. The Contractor will be responsible for supply, installation and commissioning of the point machines. Please see also answer number 110.
116. Is it necessary to make adaptation of Šid interlocking system in terms of this contract (due to possible problems in agreements with another country)? If yes, could you confirm standard quality of existing STKA cable between Tovarnik and Šid, and how many wires in this cable would be available for this purpose?	116. It is necessary to install Interstation dependence interface in station Šid. Existing STKA cable can be used. At least 8 cable pairs are available for Interstation dependence system.
117. Is installation of pillar mounted plastic ducts along line (between home signals) mandatory or could cable be laid in the ground?	117. Cables have to be laid in pillar mounted cable ducts.
118. Is it possible to establish interface between existing LCs and interlocking system by means of copper cables instead of fibre optic cable?	118. Variation of requirements is possible to establish interface between existing LC's and interlocking system by means of copper cables.
119. Will all insulated joints for track circuits be installed within the contract for Civil works?	119. All insulated joints for track circuits are going to be installed within the contract for Civil works.
120. Is it necessary to make adaptation of Vinkovci station interlocking? If yes, could you specify it?	120. Interface between new automatic block system and Vinkovci station interlocking shall be designed, supplied, installed and tested by the Contractor.
121. Where is the end of Line telecommunication cable in station Vinkovci? Is it in „Postavnica Vinkovci“ in km 155+690 or in km 155+837 according to drawing 2.2 VinTov57,58,59.pdf? Could you specify required length of Line telecommunication cable inside station Vinkovci?	121. End of line telecommunication cable is in the PBX room in Vinkovci approximately 400 meters away from station building Vinkovci. Station building is located at km 155+837. Total length of Line telecommunication cable including the length in station Vinkovci is approximately 35800 meters.
122. Is there enough place in existing station cable ducts in station Vinkovci between home signals A1/A2	122. In station Vinkovci existing cable channelling system should be used as there should be enough

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<p>and „postavnica Vinkovci“ (or in km 155+837 respectively - the end of TK cable) for installing all required cables - Line telecommunication cable, Power cable, Fibre Optic cable and required cables between Vinkovci and blocks 8/9 (100x1x1,4 and 5x4x0,9)?</p>	<p>place in existing station cable ducts.</p>
<p>123. If there are some conflicts between this tender employer's requirements/drawings and designs (already/future made for Building Permission) what shall prevail?</p>	<p>123. Employers requirements shall prevail. Also Employers requirements must be respected during the preparation of the Main project documents (including corresponding drawings) necessary for issuance of the Building Permission.</p>
<p>124. Is it necessary to deliver humidity sensors and locator sensors for all closures of Line telecommunication cable?</p>	<p>124. It is necessary for the Contractor to deliver humidity sensors and locator sensors for all closures of Line telecommunication cable.</p>
<p>125. Can the same company be a SUBCONTRACTOR to different tenderers?</p>	<p>125. According to Volume 1 of the Tender Dossier – Instructions to Tenderers; sub-clause 5, subcontractor may only participate in one Tender.</p> <p>Participation of a subcontractor in more than one Tender will result with disqualification of all those Tenders in which that subcontractor is participating, with the exception of the nominated subcontractor designated under Article 4.5 of the Particular Conditions of Contract.</p>
<p>126. Volume 3, Book 2; 2.2.5.2.</p> <p>According to 2.2.5.2., the scope of the requirement demanding SIL 4 for electronic fail-safe signalling equipment is restricted to the “central logic module”. What is the functional respectively technical extent of “central logic module” and how is the design model defined based on which this definition is given? What are the safety targets for other safety-relevant functional and technical subsystems?</p>	<p>126. Croatian Railways - Infrastructure have no safety targets defined for the electronic signalling equipment and its subsystems at the moment. All safety targets which future contractor will apply should be in accordance with directive 2004/49/EC.</p>
<p>127. Volume 3, Book 2; 1.7.9.h</p> <p>The definition that “Hours shall be calculated cumulatively for all equipment under demonstration” is not clear. What is the precise subject of “calculated hours”, what context of calculation is considered, what is the scope of “cumulatively”?</p>	<p>127. „Hours shall be calculated cumulatively“ means that total hours when the signalling and telecommunications equipment is not operational will be calculated.</p>
<p>128. Volume 3, Book ; 2.2.6.3.e</p> <p>Please provide the regulation in force that requests the concerned “Set all signals to stop” command.</p>	<p>128. The omission is made in 2.2.6.3.e. Expression “Set all signals to stop” should be changed to “Set all block signals to stop”</p> <p>Command “Set all block signals to stop” will set signal aspect to “stop” at all block signals between two adjacent stations.</p>
<p>129. Volume 3 Book 2; 2.3.2.</p>	<p>129. All main signals (provided in drawings 1.1.1 – 1.1.6 and article 1.2.1 in Volume 5 of Tender Dossier)</p>

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<p>Please specify in detail where double filament lamp need to be provided.</p>	<p>shall be provided with double filament bulbs.</p>
<p>130. Volume 3, Book 2; 2.6.1.</p> <p>How the existing 9 SPA-2 level crossings are supplied today? Is there a connection to a local power supply or a cable (via transformer) from a centralised power supply?</p>	<p>130. The contractor has to connect all existing level crossings to the new power supply cable as shown on drawing 1.2.1 of the Volume 5.</p> <p>The new power supply cable has to be installed because old power cable is in bad condition.</p>
<p>131. Volume 3, Book 2; 2.6.1.</p> <p>Do the SPA-2 level crossings have permission or a homologation in Croatia for speed of 160 km/h?</p> <p>In the case of no existing permissions we assume that Croatian Railways - Infrastructure will be responsible to obtain such permission. Is this correct?</p>	<p>131. Level crossings type SPA-2B/C have Usage Approval Certificate for use on the lines of Croatian Railways - Infrastructure.</p>
<p>132. Volume 3, Book 2; 2.10.1.</p> <p>Please describe in detail, which cables are installed now in the stations and on the open line that can be reused.</p>	<p>132. Only the cables for the level crossing detectors where the relocation of detectors is required can be reused.</p>
<p>133. Volume 3, Book 2; 2.10.1.</p> <p>Please describe in detail which cable or cable duct is provided out of civil works tender and which need to be provided in signalling lot.</p> <p>Please give additional information about the exact length for each cable and cable duct for each lot separately.</p>	<p>133. Please see answer number 57.</p> <p>The Contractor is responsible for design, supply and installation of pillar mounted cable ducts. That means that total length of the cable ducts will be defined by the contractor.</p>
<p>134. Volume 3, Book 2; 2.10.4.</p> <p>Please specify: Which components on the line between Vinkovci and Tovarnik shall be supplied by the new power cable (4x25 mm²), that has to be installed along the track?</p>	<p>134. All components that need power supply (e.g. level crossings, LEU's etc.) according to the technical solution proposed by the contractor shall be supplied with the new power cable.</p>
<p>135. Volume 3, Book 2; 2.12.2.a</p> <p>Please give an exhaustive list/description about the required "miscellaneous equipment and conditions" to be indicated at CTC.</p>	<p>135. Except signalling and telecommunications equipment, status of the following equipment shall be monitored from CTC centre:</p> <ul style="list-style-type: none"> - open door detection system, - fire alarms. <p>Power supply status and point heating status and controls shall also be available on CTC and local MMI. The Contractor will propose which other functions of signalling and telecommunications equipment are necessary to be indicated at CTC.</p> <p>Those systems shall be designed, supplied, installed</p>

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	and tested by the Contractor.
<p>136. Volume 3, Book 2;</p> <p>Regarding the requested "auxiliary operations" (e.g. cancelling a train route, setting calling on – or emergency – signal) described in tender documents and the referenced signalling rules, we assume that the centralised MMI as well as the local MMI's shall be vital. Therefore we assume that the overall system must be SIL 4 according to Cenelec rules. Please confirm.</p>	<p>136. The local and CTC MMI are vital part of signalling system. The overall system has to be SIL 4 according to CENELEC rules with one comment regarding existing level crossing equipment.</p> <p>Level crossings had been commissioned before relevant European standards have been put in force and accepted in Croatia. That equipment meets all the most restrictive safe signalling requirements of Croatian Railways - Infrastructure. So, in overall system safety integrity level defining, the level crossing equipment should be taken as safe enough to meet the requirements in order to reach SIL 4 for the whole system.</p>
<p>137. Volume 3, Book 2; 2.5.3.</p> <p>Track layouts of tender contain track circuits with insulating joints. Are insulating joints – materials and assembling – part of civil works or part of signalling?</p>	<p>137. Insulating joints – materials and assembling are part of civil works, if track circuit will be offered by the signalling contractor.</p>
<p>138. Can you please communicate to us the type of track sleepers that have been requested in the Civil Work Contract ref. EuropeAid/123209/D/WKS/HR, concrete type or biblock type ?</p>	<p>138. Please see answer number 111.</p>
<p>139. A) According to the tender documents the following commissioning procedures are foreseen:</p> <p style="padding-left: 40px;">Testing and commissioning (Contractor)</p> <p style="padding-left: 40px;">Acceptance testing (Contractor, Engineer, Final Beneficiary)</p> <p style="padding-left: 40px;">Integration period</p> <p style="padding-left: 40px;">Issuing of Taking Over Certificate (Engineer)</p> <p>B) In non of these steps is mentioned Official Technical Inspection (Službeni Tehnički pregled) according to the Regional Planning and Building Act (Zakon o prostornom planiranju i građenju) and the Usage Approval Certificate (Uporabna dozvola) issued by Croatian Ministries/Regional Bodies.</p> <p><u>QUESTION</u></p> <p>Will activities described in Item B. be required? If yes, who's responsibility will they be and in which moment (within activities in Item A.) will be required?</p>	<p>139. The procedures of Official Technical Inspection and Usage Approval Certificate will be started and conducted by Croatian Railways - Infrastructure – Infrastructure after issuing of Taking-Over Certificate. The contractor shall provide technical support necessary for Official Technical Inspection.</p>
<p>140. As requested during the Clarification Meeting, held in Zagreb on last December 14th 2007, can you</p>	<p>140. The most important railway standards showing the appearance of main signal types are given in</p>

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<p>please provide to the Tenderers a copy, translated into English, of the standards, rules and regulation mentioned in the six paragraphs of the §2.3 dealing with Signals?</p>	<p>Volume 5, drawings 1.5.*.</p>
<p>141. Volume 3, Book 2; 2.10.5.</p> <p>Because the tender is a "Design and Build tender" we have a question about the cabling. If there is no need from the side of the supplier for 48-core optical cable, is it possible to install one with less cores? Or to offer without this part?</p>	<p>141. The 48-core fibre optic cable has to be offered by the tenderers to assure sufficient capacity for future use.</p>
<p>142. To point 2.14.1. Station Digital Communication System</p> <p>Capability of connection using SDH or IP network into one TC system in such a way that the TC equipment in one station acquires the function of the equipment of all the rest of the stations alongside a certain part of railway line as necessary.</p> <p>Question: Is it correct, that one station should control all other stations? That means that for example the dispatcher in Vinkovci has the possibility to control the station to Tovarnik. Also it should be possible that every other station can control the others? Is it correct?</p>	<p>142. It is not necessary that one station can be controlled from every other station. However, CTC manager in Vinkovci station must have capability to acquire functions of TC equipment in stations Jankovci, Djeletovci and Tovarnik.</p>
<p>143. To Point 2.14.1.1./2.14.1.2./2.14.1.3./2.14.1.4. – "40-300 traffic line Vinkovci – Tovarnik"</p> <p>Question: in the clarification meeting the technicians said that's all LB-Lines. What does the numbering "40-300" mean? Does it mean 40 lines at the moment and in future 300 lines? Or does it mean 40 subscribers in different LB-lines at the moment and 300 subscribers in different LB-lines in the future?</p>	<p>143. "40-300" is numeric designation of single line used for traffic operation</p>
<p>144. "90-300 train announcing signal line Vinkovci-Jankovci"</p> <p>Question: in the clarification meeting the technicians said that's all LB-Lines. What does the numbering "90-300" mean? Does it mean 90 lines at the moment and in future 300 lines? Or does it mean 90 subscribers in different LB-lines at the moment and 300 subscribers in different LB-lines in the future?</p>	<p>144. "90-300" is numeric designation of single line used for train announcement in traffic operator room.</p>
<p>145. "T-com line"</p> <p>Question: is that only a normal analogue subscriber (analogue telephone) terminal or an connection to the public telephone network/internal telephone network or HŽ?</p>	<p>145. "T-com line" is normal analogue subscriber (analogue telephone) terminal.</p>

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146. "Railway automatic telephone exchange"

Question: Which interface exists in the railway automatic telephone exchange for connecting the new digital communication system? Or which interface exists, in the station at the moment, for the connection to the automatic telephone exchange? Is it correct, that the railway automatic telephone exchange is connected via the existing HDSL-transmission system?

146. Railway automatic telephone exchange (Ericsson MD 110) is connected via the existing HDSL-transmission system.

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ANNEX 1