

CLARIFICATIONS TO TENDERERS QUERIES – rev002 20.12.2021**“Reconstruction and Modernization of Railway line “Niš-Dimitrovgrad – Section Prosek (Sićevo) - Dimitrovgrad”, Republic of Serbia****TABLE OF CLARIFICATIONS**

Question No 104: Could open DWG files be provided for documentation?	Answer No 104: No.
<p>Question No 116: Please clarify the following discrepancies in the Tender document under the point 2.1 Right of Access the site. In the second paragraph sentences have contradictory meaning.</p> <p>a) Sentence 1: “The Contractor acknowledges that railway has to be operational full time during the Works.” Meaning of above mentioned sentence is that Contractor will work under the traffic during the whole Project implementation period respecting timetable of trains, all rules, HSE and communication processes on the Serbian railways defined under the Law and legislations without limitation in working hours and without limitation of number of working days per week. Also in the first sentence there is not limitation to Contractor to access the site at any time if all operations are conducted under the rules of Rulebook on technical conditions and maintenance of the superstructure of Railways (Official Gazette of RS No. 39/2016 and 74/2016). Please confirm that Contractor is entitled to work under the traffic operation with installation of slow driving on the working sections in accordance with Rulebook on technical conditions and maintenance of the superstructure of Railways (Official Gazette of RS No. 39/2016 and 74/2016). Please define how many sections can be used for Works under the slow driving regime?</p> <p>b) Sentences 2 and 3: “The Employer shall organize traffic in the manner that Contractor will get the access for 36 hours without traffic followed with 36 hours with traffic for 6 days per week. Last 24 hours is reserved for traffic.” Sentences 2 and 3 are contradictory to sentence 1 and may be understood in several different ways. Contractor do not see the reason to stop the works when railway line is in the operation having in mind that speed is low and in the most of the line already between 20km/h and 50km/h. Please confirm the following is enabled: We understand that wording</p>	<p>Answer No 116: Please note following:</p> <p>a) During period under traffic no works are allowed in the railway operation area (8m from axis each side). Outside of railway operation area all works are allowed subject to agreement with the Engineer and the Employer.</p> <p>b) Contractor should organize his activities in accordance with following regime:</p> <ul style="list-style-type: none"> - 36 hours without traffic (for example Monday 07.00 till Tuesday 19.00) - 36 hours with traffic (for example Tuesday 19.01 till Thursday 07.00) - 36 hours without traffic (for example Thursday 07.01 till Friday 19.00) - 36 hours with traffic (for example Friday 19.01 till Sunday 07.00) - 24 hours with traffic (for example Sunday 07.01 till Monday 07.00) <p>c) Please note that Volume 2 has to be corrected and aligned with Volume 1, Instruction to Tenderers Article 12 where is stated: The Employer shall arrange full closure of the railway in the period from 1st April 2023 till 1st July 2023. Please see bullet a) and b).</p> <p>d) Envisaged period is guaranteed period for full closure. Employer is willing to reconsider this period in a case that Contractor proposes different dates but cannot guarantee that proposal will be accepted and no extension of period for full closure can be granted.</p> <p>Please see CORRIGENDUM No. 1 to the TENDER DOSSIER published on SRI website on 13th December 2021.</p>

‘access for 36h’ means free sequence of 36h where Contractor can work without traffic. Remaining Works shall be performed under the traffic respecting all rules and legislations in force as well as all safety measures on the railway (signaling, communication, slow driving, HSE plan approved by the Engineer and similar). Please clarify is the 36h of free sequence without traffic divided e.g in 3 days of day work, or it is one sequence of 36h without traffic. Having in mind that final price depends on length of time sequences without traffic we kindly ask you to clarify exact number of continuous hours for work per day, for each day in the week. Please provide current time table of trains and planed timetable (cargo and passenger) for the period of execution of works or at least for the first year in order to help Bidders to plan appropriately resources and ESHS methodology. Please confirm that Contractor will be given access to the site during the night time (3 shifts). Please confirm maximum number of working hours in the areas of cultural protected areas and in the area of natural protection and define exact sections. Is it allowed to perform works in those areas in 3 shifts?

c) Sentences 4: **”The Employer shall arrange full closure of the railway in the period from 1st April 2023 till 1st August 2023.”** Sentence 4 clearly defines period of total closure of the line where Contractor will be able to Work without traffic disruption. Please confirm that it is exact period for closure since Contractor have to plan mobilization of large amount of resources and that period of total closure will not be changed a. in terms of duration b. in terms of period of the year.

d) Sentence 6: **“After Commencement Date and submission of Work Programme in Accordance with the Contract, the Employer may consider to rescheduling full closure of the railway.”** Sentence 6 is contradictory to sentence 4 and giving a space for misunderstanding and increasing of calculation factor for risks. Having in mind that penalties for delay damages are given for Contractors delay it is necessary to give precise timing for the railway line full closure. Please define precisely what means rescheduling, is it possible increase of total closure time? If so what is the maximum planed rescheduling time e.g. total project duration, several months, year with the best probability estimation based on current Serbian Railway obligations for transport of goods on the line. Please define if rescheduling means changing of the period in the same year, give us other optional period for total closure of the line if any.

PUBLICATION REFERENCE: EIB-GtP/1/2021/3.3

<p>Question No 117: Regarding the above project (Reference number: EIB-GtP/1/2021/3.3), we kindly ask you to extend the deadline for submitting tenders from 21 December 2021 to 21 January 2022.</p>	<p>Answer No 117: Please see CORRIGENDUM No. 1 to the TENDER DOSSIER published on SRI website on 13th December 2021.</p>
<p>Question No 118: In order to better analyze the tender documents, please kindly provide the Drawings in CAD format.</p>	<p>Answer No 118: Please see answer to question no 104.</p>
<p>Question No 119: Can an existing station be used as a track-laying base? If yes, which station can be used as a track-laying base?</p>	<p>Answer No 119: All data are provided in the tender documentation, Section 8.3 in Vol 3.1.</p>
<p>Question No 120: The existing railway tracks, sleepers, buckle accessories, etc. should be removed as stated in the tender documents, Please clarify how will the dismantled materials be disposed of?</p>	<p>Answer No 120: A commission for acceptance of materials will be formed by the SRI (Serbian railway Infrastructure), ie. Representative of the competent services, Commission for dismantling of construction and electrical equipment and plants for the section Prosek-Dimitrovgrad The material shall be sorted based on possibilities for further use.</p>
<p>Question No 121: Please clarify, how long should the advance payment guarantee remain valid, after the contractor returns all the advance payment?</p>	<p>Answer No 121: Please see stipulation of Sub-Clause 14.2.</p>
<p>Question No 122: During the reconstruction the underpass of the railway, whether to allow the contractor doing the work without traffic?</p>	<p>Answer No 122: Question is not clear. If it is meant during line operation, please see Answer no. 116.</p>
<p>Question No 123: The work regarding the bridge at Km 58+231 is contained in the summary table, but it is not reflected in the table 018_1_13_CIFLIK-STANICENJE, Please clarify.</p>	<p>Answer No 123: The relevant file will be supplemented and submitted in due time, as a document named „018_1_13_Ciflik-Staničenje_R“ Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 124: During the electrification upgrades of the original non-electrified railway , the tunnel need to be installed with gasification facilities and the original tunnel may need to be expanded or partially reinforced. But there is no BOQ for above-mentioned work, please provide supplemental document or confirm the work is not part of the contract.</p>	<p>Answer No 124: The existing tunnels were completely reconstructed in the previous period so that their size corresponds to the future electrification.</p>

<p>Question No 125: In BOQ, the rails type 49E1 and type 60E1, Both length are 75m(Photo 1), But in Specification, length of rails type 49E1 is 22.5m-120m (Photo 2) and length of rails type 60E1 is Minimum 60m (Photo 3). Please clarify the length of the rails (continuously cast) . *(Photo 1,2 I 3 are at the bottom of the document.)</p>	<p>Answer No 125: It is defined by the tender documentation: minimum length of the rail is 75m for both types, as for the protective rails type 60E1 and 49E1 the length is 22.5m</p>
<p>Question No 126: According to “Volume 1 / Section 1: Instruction to Tenderers / Item 12.2 / Technical and professional capacity of candidate / Professional Capacity / Article 1” which reads: “<i>As contractor, must have completed within the eight years prior to date for submission of tenders using Design-Build type contracts (FIDIC Yellow Book or similar) or reimbursable unit rate (FIDIC Red Book or similar), at least: two (2) Reconstruction / Construction Works contracts on the public railway line (metro and light rail are excluded) each of a minimal length of 30 km the scope of which included at least the permanent way (railway) and electrification sub-systems.</i>” Please confirm that the project length will be calculated as single track meter. In other words, please confirm if a reference project of 15 km double track railway is acceptable.</p>	<p>Answer No 126: Please see answer to question no 5 (REF. EIB-GtP_1_2021_3.3 - CLARIFICATIONS TO TENDERERS QUERIES REV001 01.12.2021).</p>
<p>Question No 127: According to “Volume 1 / Section 1: Instruction to Tenderers / Item 12.2 / Technical and professional capacity of candidate / Professional Capacity / Articles 1 & 3.a / pages 10 & 11”, references are requested regarding “electrification sub-systems”. Please clarify if the expression “electrification sub-systems” means “Overhead Contact Line (Catenary System)”, otherwise please clarify the meaning of this expression.</p>	<p>Answer No 127: Yes. Experience in traction sub stations is required separately.</p>
<p>Question No 128: Please confirm that following statement is not applicable to JV partners whose scope is Design: “If it is a partner of a joint venture/consortium (i.e. not the lead member) it must be able to carry out at least 10 % of the contract works using its own resources. “</p>	<p>Answer No 128: Please note stipulations of Article 12: “The Design Engineering company for the project must be the candidate, named partner or a named Subcontractor, (a signed pre-contract agreement to carry out the Design if Candidate is successful must be included in the Tender Submission). The requirement of this Design Engineering partner to carry out 10% of the actual tender price is not applicable to Design Engineering companies.”</p>
<p>Question No 129: In the chapter VOLUME 1, Section 2: Form of tender for contract works, page 2. Is it necessary to input Subcontractor in first table with headline SUBMITTED BY ?</p>	<p>Answer No 129: No, only candidate shall enter data in mentioned table (either sole contractor or JV/Consortium)</p>

<p>Question No 130: In the chapter VOLUME 3, Section General Employer Requirements, on page 103, paragraph 2, technical control is mentioned.</p> <ul style="list-style-type: none"> a) Who has the obligation to provide technical control of the developed design, Employer or Contractor ? b) Is it acceptable for the Employer that Contractor provide technical control ? c) If technical control was provided by the Employer what is the time period for execution of technical control ? 	<p>Answer No 130:</p> <ul style="list-style-type: none"> a) VOLUME 3, Section General Employer Requirements, on page 103, paragraph 2 clearly defines that it is the responsibility of the Contractor to procure the Technical Control. The cost of procuring the Technical Control is the responsibility of the Employer as per Article 129 of Law on Planning and Construction, which Contractor needs to allow for as part of their submission. b) See response under item (a) c) The time period for execution of technical control is not prescribed by the Law, but will depend on the quality of the design documentation prepared by the Contractor and his representatives.
<p>Question No 131: In the chapter Volume 1, Section 4: form 4.1 General information about the tenderer: If applicant is a branch of foreign company which applies with its own capacity, without using of the capacity of its mayor company, does this mean that this applicant can fill this form as a domestic company ?</p>	<p>Answer No 131: Please see answer to question no 27 (REF. EIB-GtP_1_2021_3.3 - CLARIFICATIONS TO TENDERERS QUERIES REV001 01.12.2021).</p>
<p>Question No 132: In case that in Serbian Business Registry Agency applicant's authorized person have a limitation of cosignatory needed for signing contracts, depending on the contract value, is it necessary that all tender forms must be signed by substantial signatory and cosignatory ?</p>	<p>Answer No 132: Please see answer to question no 17 (REF. EIB-GtP_1_2021_3.3 - CLARIFICATIONS TO TENDERERS QUERIES REV001 01.12.2021).</p>
<p>Question No 133: In the chapter Volume 2, Section 4: from 4.4 Financial form:</p> <ul style="list-style-type: none"> a) Which date is a base for providing financial information in euros regarding this document? Which exchange rate is to be used when conversing Serbian dinars into euros? b) Where should we put the value of undertaken construction works, in sector "At home" or "Abroad"? If the applicant is foreign company with a registered branch office in Serbia and which will participate in the tender by its Serbian branch office (it means that all construction works in previous years were done in Serbia) how should applicant treat the value of undertaken construction works then – as home or foreign income? 	<p>Answer No 133:</p> <ul style="list-style-type: none"> a) Data inserted in the forms shall be from tenderer's financial reports. Exchange rate that will be used shall be Exchange rate (InforEuro): https://ec.europa.eu/info/funding-tenders/procedures-guidelines-tenders/information-contractors-and-beneficiaries/exchange-rate-inforeuro_en b) Data to be entered are from the Company participating in tender
<p>Question No 134: In the chapter Volume 2, Section 4: form 4.6.1.3 Professional experience of Key Staff:</p>	<p>Answer No 134: No, form 4.6.1.3 is not required for non-key staff .</p>

<p>Is it necessary to fill this form for the non key personnel?</p>	
<p>Question No 135: Whether it would be allowed to use space on station Niš and Dimitrovgrad for stockpile of the material and mechanization storage ?</p>	<p>Answer No 135: This is defined in section 8.3 of Volume 3.1.</p>
<p>Question No 136: Please provide answer to following question regarding Instruction to tenderers - Professional Capacity requirement: As contractor, must have completed within the eight years prior to date for submission of tenders using Design-Build type contracts (FIDIC Yellow Book or similar) or reimbursable unit rate (FIDIC Red Book or similar), at least.: 1. two (2) Reconstruction/Construction Works contracts on the public railway line (metro and light rail are excluded) each of a minimal length of 30km the scope of which included at least the permanent way (railway) and electrification sub-systems. Tenderer have completed contract on public railway line where distance from starting to end stationary is 5 km and it has 6 tracks which means that he completed 30km of railway in same project (6 tracks x 5 km = 30 km), but section is not 30 km long. Is it acceptable for Tenderer to fulfill requirement “minimal length of 30km” with this kind of Reference?</p>	<p>Answer No 136: Please see answer to question no. 126.</p>
<p>Question No 137: VOLUME 1 - SECTION 2: In the case of JV/Consortium, who is supposed to sign FORM OF TENDER, Lead Member or each Member of JV/Consortium?</p>	<p>Answer No 137: Please see answer to question no. 132.</p>
<p>Question No 138: VOLUME 1 - SECTION 2: Tender Form, Table “Submitted by”: Tenderer is supposed to Add/delete additional lines for Partners as appropriate (footnote), but all tender documentation is uploaded in “pdf” (non editable) form. Are we aloud to convert this form from “pdf” to “word” (the question applies to all forms) so we can make chances that are supposed to be made in order to appropriately fill in the forms? If possible, please upload all docs (forms) in word version so we don’t have troubles with converting (because there can be problems with formatting while converting).</p>	<p>Answer No 138: No, it is not possible to provide documentation in open format. However, files are not protected.</p>
<p>Question No 139: VOLUME 1 - SECTION 2:</p>	<p>Answer No 139: No, procedure for participation in the tender is prescribed in the Contract Notice and tender documentation.</p>

<p>Successful tenderer should, if required, provide the proofs related to exclusion situations. If successful tenderer is Serbian Company, would it be enough evidence to have Membership in Bidders “Ponudači” under Serbian Agency for Business Registers “APR”, as it is common proof for the same cause under National Law of Public Procurement.</p>	
<p>Question No 140: VOLUME 1 - SECTION 2: ANNEX 1 – VII SELECTION CRITERIA Declaration under point 5 is meant to be made by who? Is it applicable only to single tenderer or it is applicable to JV/Consortium? For example, if Member No.2 fulfils Technical criteria, and Member No.3 fulfills Professional criteria, should they both declare “NO” under c) because the statement is “It fulfills the applicable technical AND professional criteria indicated in Sub-clause 12.2 of the Instructions to Tenderers”, because both of them fulfills just one of two stated capacities (technical nor professional), or how it should be? Maybe only Lead Member fills in YES in the name of Consortium, even if Lead Member does not fulfill, Member 2 and Member 3 are?</p>	<p>Answer No 140: Referenced declaration is to be completed as indicated in the document. Candidate can provide further supporting evidences to show compliance with requirements of Article 12 of Instruction to Tenderers.</p>
<p>Question No 141: VOLUME 1 - SECTION 2: ANNEX 2, 5th paragraph: “We acknowledge that if we are subject to an exclusion decision by the European Investment Bank (EIB), we will not be eligible to be awarded a contract to be financed by the EIB. We grant [indicate the name of the Project Promoter] ...” Please explain what/who is Project Promoter.</p>	<p>Answer No 141: Project Promoter is the Serbian Ministry of Construction, Transport and Infrastructure.</p>
<p>Question No 142: VOLUME 1 - SECTION 2: ANNEX 3, 6th paragraph: “Environmental and social performance. We commit to (i) submitting [insert periodicity as indicated in the tender documents] environmental and social monitoring reports to ...” What is meant by periodicity, monthly or?</p>	<p>Answer No 142: Please note following: “We commit to (i) submitting [insert periodicity as indicated in the tender documents] environmental and social monitoring reports to [insert name of the Contracting Authority]; and (ii) complying with the measures assigned to us as set forth in the environmental permits [insert name of the relevant document if applicable] and any corrective or preventative actions set forth in the annual environmental and social monitoring report.”</p>
<p>Question No 143: VOLUME 1 - SECTION 2: ANNEX 3, 5th paragraph: “[insert name of the relevant document]6 6 For instance: ESIA (Environmental and Social Impact Assessment) and ESMP (Environmental and Social Management Plans). “ What would be the relevant document in our case?</p>	<p>Answer No 143: This will depend on your company policy and the international and national legislation and regulations applicable in the country of implementation of the contract</p>

<p>Question No 144: VOLUME 1 - SECTION 2: ANNEX 3, 6th paragraph: “[insert name of the relevant document if applicable]7 7 For instance: ESIA (Environmental and Social Impact Assessment) and ESMP (Environmental and Social Management Plans). “ What would be the relevant document in our case?</p>	<p>Answer No 144: Please see answer to question no. 143.</p>
<p>Question No 145: VOLUME 1 - SECTION 2: ANNEX 4 In the case of JV/Consortium, who is supposed to sign APPENDIX TO TENDER, Lead Member or each Member of JV/Consortium?</p>	<p>Answer No 145: Please see answer to question no. 132.</p>
<p>Question No 146: VOLUME 1 - SECTION 2: ANNEX 4 – “Tenderers are required to fill in the blank spaces in this Appendix.” In ADMINISTRATIVE COMPLIANCE GRID it stands: II.5_ Vol.1, Section 1, Clause 12.1_ Annex 4 is unchanged and signed as required. How can Annex 4 be unchanged when Tenderers are required to fill in the blank spaces in this Appendix? Please make correction if this is a mistake.</p>	<p>Answer No 146: Tenderers shall only fill in data required from tenderer and not to alter any other data.</p>
<p>Question No 147: VOLUME 1 - SECTION 2: ANNEX 4 – Advance Payments “20% lump sum of the Accepted Contract Amount “ with reference to 14.2. of Contract. We consider this Sentence should be inserted in Particular Conditions (VOLUME 2 SECTION 2) where for the moment only stands: “In sub-paragraph 14.2, add after first sentence: The terms and conditions for the Advance Payment Guarantee shall be the same as those stated in Sub-Clause 4.2 for a Performance Security.”</p>	<p>Answer No 147: Regarding priority of contract documentation, please see Volume 2, Section 1.</p>
<p>Question No 148: VOLUME 1 - SECTION 4: ADDITIONAL NOTICE TO TENDERERS: “7. Each member of a joint venture/consortium must fill in and submit every form.” We consider that sentence under point No.7 is not correct because in case of JV/Consortium some of Forms are supposed to be made as a whole, not all of Members will make EMP, HSS separately, it will be one unique document. In following table, we prepared our opinion who should submit/sign in the case of JV/Consortium. Please confirm if it is ok. Legend to table:</p>	<p>Answer No 148: Referenced documentation is to be completed as indicated in the document. Candidate can provide further supporting evidences to show compliance with requirements of Article 12 of Instruction to Tenderers.</p>

<p>“YES” – signs and submits, “NO” –not submits, “CLAR?” – in the case we need clarification from you. For FORM 4.2, FORM 4.6.1.3, FORM 4.6.2, FORM 4.6.4 please explain who signs and submits, Lead Member in the name of JV/Consortium or each Member for its staff/plant/experience? *(The table is at the bottom of the document.)</p>	
<p>Question No 149: VOLUME 1 - SECTION 4: Form 4.6.2 Please confirm that equipment which Tenderer bought on leasing and that is not ownership yet, can be treated in table like Owned (O), as for sure it is not Hired (H). Even if its paid (for example) more than 70% of value, machine is 0% ownership until fully amount is paid, so we assume that when machine is bought on leasing and payments are in progress the column: “Owned (O) or hired (H)/ and percentage of ownership” is supposed to be filled in with data: “O/0%“ – please confirm or make suggestions.</p>	<p>Answer No 149: For leased equipment please use notification Hired (H).</p>
<p>Question No 150: V1-S1 Document. 12.2 Technical and Professional Capacity. Professional Capacity: Could a subcontractor provide a specific reference required in the tender? For instance, the Traction Substation reference or Design project reference?</p>	<p>Answer No 150: Please see answer to question no 6 (REF. EIB-GtP_1_2021_3.3 - CLARIFICATIONS TO TENDERERS QUERIES REV001 01.12.2021).</p>
<p>Question No 151: V1-S1 Document. 12.2 Technical and Professional Capacity. Professional Capacity Please clarify the meaning of “permanent way (railway)”. It could mean “track” sub-system?</p>	<p>Answer No 151: Yes.</p>
<p>Question No 152: V1-S1 Document. 12.2 Technical and Professional Capacity. Professional Capacity, point 3, chapter a): Please clarify the meaning of: “main/technical and/or designs” for construction permit for construction of new of reconstruction of existing public railway lines. What is the meaning of words "main and technical" in reference to Law on Planning and Construction of the Republic of Serbia?</p>	<p>Answer No 152: Please see answer to question no 58, point a (REF. EIB-GtP_1_2021_3.3 - CLARIFICATIONS TO TENDERERS QUERIES REV001 01.12.2021).</p>
<p>Question No 153: V1-S1 Document. 12.2 Technical and Professional Capacity. Professional Capacity, point 3, chapter a): Design projects delivered to private construction companies instead to Public Administrators, for European projects, are valid to prove the experience requested?</p>	<p>Answer No 153: Yes, subject to fulfillment of the requirements.</p>
<p>Question No 154: V1-S1 Document. 12.2 Technical and Professional Capacity. Professional Capacity,</p>	<p>Answer No 154:</p>

<p>Regarding the sentence “As contractor, must have completed within the eight years prior to date for submission of tenders”. Question: if “Main” Project has not finished yet but Works developed by the Contractor does have finished and Contractor has the Certificates signed by the Client, could be accepted as reference?</p>	<p>Please see answer to question no 67 (REF. EIB-GtP_1_2021_3.3 - CLARIFICATIONS TO TENDERERS QUERIES REV001 01.12.2021).</p>
<p>Question No 155: V1-S1 Document. 12.2 Technical and Professional Capacity. Professional Capacity, point 1. Regarding the experience of two (2) 30 km length projects in both, permanent way (track) and electrification works, required.. Questions: a) If same project is over 60 km, could be considered as 2 contracts of 30 km each? b) Both sub-systems permanent way (track) and electrification need to be executed in the same contract?</p>	<p>Answer No 155: a) Please see answer to question no. 126. b) Yes, that is required.</p>
<p>Question No 156: Volume4_032_3_1_Electrif_OCL_Prosek_Dimitrov_Schedules_of_Prices, Employer's Requirement: 07.04_SP devices on 2U profile masts (without a cantilever or fasteners to tension the SP wire ropes). Please specify what "SP device" refers to and whether employer could provide its functional description or schematic diagram.</p>	<p>Answer No 156: Optical cable suspension and tensioning device. It is left to the Contractor to offer the element for hanging and tightening the redundant optical cable, which is placed on the poles of the OCL. Sectioning Post (SP) comprises the longitudinally coupled catenary segments (overhead contact lines and line feeders) of one track between TPS and PSS or PSS and SP or PSS and PLP”</p>
<p>Question No 157: Volume4_032_3_1_Electrif_OCL_Prosek_Dimitrov_Schedules_of_Prices Employer's Requirement: 07.10_Complete device set for supporting the bypass line with a fastener for the 2U profile mast or supporter for the bypass line on the rigid portal; 07.12_Complete set of device supporters with a fastener for the rigid portal bar; 07.13_Complete set of bypass line supporters with a fastener for the rigid portal mast. Please specify what the above "Complete set of device or supporters" refers to and whether employer could provide its functional description or schematic diagram.</p>	<p>Answer No 157: Position 7.10 refers to a typical solution TR4-521, And position 7.13 na TR4-521-3 from catalogue „Katalog elemenata kontaktne mreže monofaznog sistema 25kV, 50Hz, ZJŽ br.77/96, which is an integral part of this design and tender documents. Please, refer to book 4/1 of design documentation. Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 158: Volume4_032_3_1_Electrif_OCL_Prosek_Dimitrov_Schedules_of_Prices, Employer's Requirement: 09.01 Bypass line with two D contact wire clips. Please confirm whether bypass line of stations contain messenger wire.</p>	<p>Answer No 158: Bypass does not contain messenger wire.</p>

<p>Question No 159: Volume4_032_3_1_Electrif_OCL_Prosek_Dimitrov_S chedules_of_Prices Employer's Requirement: 11.01 Complete single cantilever set for a single-track tunnel, normal and lighted profile, together with a supporter and fasteners on previously placed anchors. Please specify the installation types of "Complete single cantilever set for a single-track tunnel, normal and lighted profile" and whether employer could provide these schematic diagrams.</p>	<p>Answer No 159: Complete single cantilever set for single-track tunnel is 4_1.0_OCL General solutions located in Volume 5 of Tender Documentation.</p>
<p>Question No 160: Volume4_032_3_1_Electrif_OCL_Prosek_Dimitrov_S chedules_of_Prices Employer's Requirement: 13.00 RETURN LINE AND EARTHING Please confirm whether the Employer could specify the specific use of wire rope of different cross sections and different lengths.</p>	<p>Answer No 160: The wire cross-sections for the return line and earthing are in accordance with the catalog and the general design of the catenary. Other solutions require the consent of the SRI.</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 161: Volume 4_033_3_2_TSS Bela Palanka_IPF7 Employer's Requirement: 3.2-I TSS BPal CivilW Please confirm whether the Employer could provide the layout plans of houses and equipment foundations in the traction substations and section posts.</p>	<p>Answer No 161: Please, refer to Catalog which is part of documentation. Refer to Architectural project for building permit from SRI.</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 162: Volume 4_033_3_2_TSS Bela Palanka_IPF7_3.2-IV TSS BPal El Equip Employer's Requirement: I.110 kV equipmenet_1.3-pole isolator with two 3-pole earthing switches (to be built by AD-MEPSO but paid by PEMRI) Please describe in detail the construction and cost bearing interface between the contractor and the local power company.</p>	<p>Answer No 162: Please, refer to book 4/2 of project documentation This is the question for SRI and EMS. Please see answer to points no.:206, 207, 212 and 215.</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 163: Volume 4_033_3_2_TSS Bela Palanka_IPF7_3.2-IV TSS BPal El Equip Employer's Requirement: I.110 kV equipmenet_2.110 kV cables incl. busbar. Please specify the specific use of "110 kV cables incl. busbar" or provide relevant schematic diagram.</p>	<p>Answer No 163: Please, refer to book 4/2 of project documentation, ETS Main circuit diagram, ETS single line diagram.</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All</p>

	<p>associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 164: Volume 4_033_3_2_TSS Bela Palanka_IPF7_3.2-IV TSS BPal EI Equip Employer's Requirement: I.110 kV equipment_6.Single-phase current transformer Please specify where "6 sets of Single-phase current transformer" will be used or provide relevant schematic diagram.</p>	<p>Answer No 164: 2 pcs Single-phase current transformer 2x100/5/5A.Please, refer to book 4/2 of project documentation, ETS Main circuit diagram, and ETS single line diagram</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 165: Volume 4_033_3_2_TSS Bela Palanka_IPF7_3.2-IV TSS BPal EI Equip Employer's Requirement: II.25 kV equipment_1.25 kV cables. Please specify where "25kV cables" will be used or provide relevant schematic diagram.</p>	<p>Answer No 165: 4 pcs Single-phase current transformer 2x300/5/5A. Please, refer to book 4/2 of project documentation, ETS Main circuit diagram , and ETS single line diagram.</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 166: Volume 4_033_3_2_TSS Bela Palanka_IPF7_3.2-IV TSS BPal EI Equip Employer's Requirement: II.25 kV equipment_5.Isolator (disconnecter)/ 6.Single-phase voltage transformer/ 7.Single-phase current transformer Please specify where "Isolators (disconnecter)/ Single-phase voltage transformers/ Single-phase current transformers" will be used or please provide singleline diagram of the traction substations and sectioning posts</p>	<p>Answer No 166: Please, refer to book 4/2 of project design, ETS Main circuit diagram, and ETS single line diagram</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 167: Volume 1_Section 4_Form 4.6.1.1 Employer's Requirement: Including as attachment the information requested in Tender Form for a Works Contract, Annex 2, Article VI. Annex 2 of Tender Form is the "Covenant of Integrity" instead of "Overview of the tenderer's staff" as required in Volume 1_Section 4_Form 4.6.1.1. Please specify where the attachment information required above is in the Tender document and what it specifically refers to?</p>	<p>Answer No 167: Please disregard following sentence: “Including as attachment the information requested in Tender Form for a Works Contract, Annex 2, Article VI”.</p> <p>Please see CORRIGENDUM No. 1 to the TENDER DOSSIER published on SRI website on 13th December 2021.</p>

<p>Question No 168: Volume 1_Section 1_12.2 In a case of JV/Consortium Employer's Requirement: If it is a partner of a joint venture/consortium (i.e. not the lead member) it must be able to carry out at least 10 % of the contract works using its own resources. Please confirm whether the local subcontractor belongs to its own resources.</p>	<p>Answer No 168: Question is not clear. Please refer to stipulations of Article 12 regarding reliance on capacity of other entities and Article 3 and Article 4 regarding subcontractors.</p>
<p>Question No 169: Payment of the Substation equipment and OCL materials transported to the site. Please confirm whether to pay a certain proportion cost of equipment and materials to Contractor after transporting the substation equipment and OCL materials to the site. If so, what is the proportion of payment?</p>	<p>Answer No 169: Please see CORRIGENDUM No. 1 to the TENDER DOSSIER published on SRI website on 13th December 2021. (Appendix to Tender, "Plant and Materials intended for the Works, Sub-clause 14.5 c)</p>
<p>Question No 170: Volume 3_02_3.2 _TECHNICAL SPECIFICATIONS_07_Overhead contact line General requirements Employer's Requirement: 4.1_General: The system comprises three main components: • The Remote Control Centre (RCC) to be installed at Nis • The transmission system • The Remote Terminal Units (RTUs) and local control stations at the peripheral stations. Please confirm whether "The transmission system of Traction Power Remote Control System" is included in the scope of this quotation.</p>	<p>Answer No 170: Yes, it is included.</p>
<p>Question No 171: Volume 3_01_3.1 _GENERAL EMPLOYERES REQUIREMENTS Employer's Requirement: 3.2 THE WORKS: 6.Reconstruction of bridges (on km 22+905; km 58+231; km 67+303; km 69+021 and km 93+634). As from General Employer's Requirements, there are 5 bridges to be reconstructed, but as investigated on site, there may be other bridges and other structures of which the clearances are not enough for the erection of OCL. In this case, shall the prices for the reconstruction of these bridges and other structures be included in the schedules of Prices (Lump-sum Price)?</p>	<p>Answer No 171: All other bridges on the section Prosek-Dimitrovgrad, except for these 5 mentioned ones, were reconstructed in the previous period and were dimensionally adjusted to electrification.</p>
<p>Question No 172: Extension application of deadline for submitting tenders It's mentioned in article 1.2 of document "V1-S1 Instructions to Tenderers" that deadline for submitting tenders is December 21, 2021. Due to the fact that site visit and clarification meeting is held too late and the questions we raised still have no answers, we suggest that the deadline for submitting</p>	<p>Answer No 172: Please see answer to question no. 117.</p>

<p>tenders is postponed to January 21, 2022 (extension of 1 months), since apparently significant volume of the technical and geological data shall be studied at site for preparation of the Method Statement and Mobilisation /Construction schedules. Besides, please also consider that the pandemic is lowering the contractors' efficiency.</p>	
<p>Question No 173: In Volume 1-Section 4-Form 4.6.1.1, Please clarify what does "the tenderer's staff and the site operatives to be employed on the contract" refer to. Does the tenderer's staff refer to all the employees from the whole company of the tenderer or of each member of the consortium or it refers to the employees to be designated to the contract? Does the site operatives to be employed on the contract refers to all the employees to be assigned on the contract for this project or only those employees who work on site?</p>	<p>Answer No 173: Please note that the candidate (either sole member or JV / Consortium) has to provide the information regarding total number of staff and staff to be employed on the contract.</p>
<p>Question No 174: In order to prepare a competitive offer, we kindly request forty five (45) days extension of time for the submission of the Tender (Proposed Tender submission date is 4th of February 2022, Friday).</p>	<p>Answer No 174: Please see answer to question no. 117.</p>
<p>Question No 175: According to "Volume 1 / Section 1: Instruction to Tenderers / Item 12.2 / Technical and professional capacity of candidate / Professional Capacity / Article 1" which reads: "As contractor, must have completed within the eight years prior to date for submission of tenders using Design-Build type contracts (FIDIC Yellow Book or similar) or reimbursable unit rate (FIDIC Red Book or similar), at least: two (2) Reconstruction / Construction Works contracts on the public railway line (metro and light rail are excluded) each of a minimal length of 30 km the scope of which included at least the permanent way (railway) and electrification sub-systems." If the mentioned reference contract is realized by a partnership (Joint Venture, Consortium etc.) please confirm that the project length will be calculated by the tenderer's share in the related reference project.</p>	<p>Answer No 175: Please see stipulations of Article 12 of Instruction to Tenderers: "If a candidate has implemented the project in a JV/Consortium, it should be clear from the documentary evidence (Taking Over Certificate/Provisional Acceptance/Performance Certificate /Final Acceptance /Joint Venture Agreement, Final Payment Certificate) the percentage the candidate has successfully completed in fulfillment of the above criteria."</p>
<p>Question No 176: There is a discrepancy between the ITT and the Particular Conditions about the end date of the full closure of the railway. In "Volume 1 / Section 1: Instruction to Tenderers / Item 12.1" it is mentioned as "1st July 2023" while in the "Volume 2 / Section 2: Particular Conditions / Item 2.1" is mentioned as "1st August 2023". Please clarify.</p>	<p>Answer No 176: Please see answer to question no. 116.</p>

<p>Question No 177: According to “Volume 2 / Section 2: Particular Conditions / Item 2.1” which reads: “The Contractor acknowledges that railway has to be operational full time during Works. The Employer shall organize traffic in the manner that Contractor will get access for 36 hours without traffic followed with 36 hours with traffic for 6 days per week. Last 24 hours is reserved for traffic.” Considering the limited time to work on the railway, we suggest changing this phrase as “The Contractor acknowledges that railway has to be operational full time during Works. The Employer shall organize traffic in the manner that Contractor will get access for 72 hours without traffic followed with 12 hours with traffic for 7 days per week.”.</p>	<p>Answer No 177: No, Employer cannot accept any deviations of the closure regime.</p>
<p>Question No 178: According to “Volume 1 / Section 1: Instruction to Tenderers / Item 12.2 / Technical and professional capacity of candidate / Professional Capacity” which reads: “As contractor, must have completed within the eight years prior to date for submission of tenders using Design-Build type contracts (FIDIC Yellow Book or similar) or reimbursable unit rate (FIDIC Red Book or similar)...”. Could you please explain in detail, what does the reference contract requires for the similarity to the FIDIC Yellow / Red Book?</p>	<p>Answer No 178: Please see answer to question no 37 (REF. EIB-GtP_1_2021_3.3 - CLARIFICATIONS TO TENDERERS QUERIES REV001 01.12.2021).</p>
<p>Question No 179: Could you please provide the “.dwg” version of the projects of civil & electrification works and “.dwg” or “.dgn” versions of alignment plan and profile?</p>	<p>Answer No 179: Please see answer to question no. 104</p>
<p>Question No 180: Could you please provide the English version of the ESIA (Environmental and Social Impact Assessment) documents?</p>	<p>Answer No 180: The ESIA (Environmental and Social Impact Assessment) documents are only published in Serbian. There is no official requirement for these documents to be translated into English or any other language. However, in order to assist with this query, we have add the WORD (open files) version of the document as part of CORRIGENDUM No. 2 - see below. The tenderer might want to use these files and translate them as required. Please note that the WORD files are FOR INFORMATION ONLY, and that the signed PDF version of the document in Volume 3 will form part of the contract documentation. Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All</p>

	associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/ .
Question No 181: Could you please provide the “.dwg” version of the Survey Studies if available?	Answer No 181: Please see answer to question no. 104.
Question No 182: Could you please provide the Hydrological Studies that also shows rainfalls, water flows, etc.?	Answer No 182: Please see answer to question no. 180.
Question No 183: As per ER paragraph 3.2 item 8; noises barriers are not included in the preliminary design but within the scope. The specific locations and quantities of the noise barriers are already issued in the Tender Documents. Are these noise barriers sufficient? Can you please clarify?	Answer No 183: The study of environmental impact assessment has precisely defined the necessary locations of sound barriers. All the quantities are only indicative and for information.
Question No 184: As per ER paragraph this and also verify that these modifications will be minor changes and will be within the existing track? Do we need to revise the vertical and horizontal alignment design 5.2 PART1 and PART 2; sections with improved horizontal geometry are mentioned but specific locations are not clear. Can you please clarify?	Answer No 184: Complete track geometry (route, horizontal and vertical curves) is defined in the project documentation.
Question No 185: The design loads for the railway bridges are selected in EN 1991-2:2000 “Actions on structures- Part 2: Traffic loads on bridges” in Eurocodes. This document specifies a factor named “alpha” which magnifies the railway traffic loads. This factor should be selected according to the national annex or may be specified for an individual project. Please define the alpha factor used in Serbia if it is applicable.	Answer No 185: All the works must be in line with the valid standards irrespectively of the standards used in the available documentation as well as the category of the line (reference to the TSI for infrastructure).
Question No 186: Please define the return period of seismic event for the design of railway bridges in Serbia.	Answer No 186: All the works must be in line with the valid standards irrespectively of the standards used in the available documentation.
Question No 187: Could you please share the below information regarding track traffic? <ul style="list-style-type: none"> - The mean daily passenger tonnage in gross tonnes hauled - The freight tonnage in gross tonnes hauled - The mean daily tonnage of tractive units used in passenger traffic, in tonnes - The mean daily tonnage of tractive units used in freight traffic, in tonnage 	Answer No 187: The question is irrelevant for the scope of the works.

<p>Question No 188: Could you please share the track plan including effective distances in station areas?</p>	<p>Answer No 188: Please see station layouts – reference to the design documents included in the tender.</p>
<p>Question No 189: Station tracks are extended in order to be able to provide minimum effective distance. There are both vertical and horizontal alignment changes at these sections. Could you please verify that; additional earthwork and infrastructure quantities have been calculated?</p>	<p>Answer No 189: All the quantities are only indicative and for information.</p>
<p>Question No 190: According to the ER paragraph 2.1 bridges and tunnels list which was reconstructed previously; both electrification clearance and structural capacity are adequate. Can you please verify?</p>	<p>Answer No 190: Please see answer to point no. 124. And 171.</p>
<p>Question No 191: The cross-section width is designed as $2 * 3,3 = 6,6$ m but as per ER paragraph 5.1.4; this width may be reduced to $2,85 * 2 = 5,7$ m between Sicevo and Ostrovica which has a rough topography with cut sections on both sides. Are there any other section similar and may the client ask to widen these sections in order to be able to get a standard width for the whole line?</p>	<p>Answer No 191: The contractor is obliged to perform the works according to the submitted cross-sections in the design documentation.</p>
<p>Question No 191: Will there be any road construction other than Ciflik station road deviation?</p>	<p>Answer No 191: In addition to this deviation, a deviation is planned in Sukovo, which is included in the submitted design documentation.</p>
<p>Question No 192: Will whole channels serving for longitudinal drainage be concrete except the section between Sicevo and Ostrovica?</p>	<p>Answer No 192: Drainage channels are precisely defined in the submitted design documentation.</p>
<p>Question No 193: As per the cross-section drawings attached to OCL General Solutions report; Geogrid with geotextile is defined under the platform with a width of 4,2 m. The information regarding this material has been recorded under ER 5.1.5; “After mechanical treatment of the subgrade and its establishment according to the designed crossfall of 4%, in accordance with geotechnical study which envisages the use of geotextiles, on some parts of the railway line the design provides installation of geogrid, ie a geogrid in combination with geotextiles.” On the other hand, according to the BoQ; Geogrid is applied almost to the whole line. Could you please clarify whether geogrid will be applied to the whole track (including station tracks) or may be subject to change after geotechnical studies will performed?</p>	<p>Answer No 193: The use of geogrids and geotextiles is precisely defined in the submitted design documentation according to the available geotechnical investigation works.</p>

<p>Question No 194: Could you please share the spacings and transition points related to the future Signalling & Telecommunication Project? Does cable ducts or any other structures needed for the future Signalling & Telecommunication Project? If yes, will these cable ducts or other structures be in this project (Reconstruction and modernization of railway line “Niš - Dimitrovgrad” - Section Prosek (Sićevo) - Dimitrovgrad) scope?</p>	<p>Answer No 194: The requirements for the cable ducts and concrete troughs are clearly specified in the tender documents and are included in the scope of this contract.</p>
<p>Question No 195: The minimum rail length is defined as “60 m” according to the clause “2.1.1 Procurement of the Rails Type 60E1” in the related technical specification under “Volume 3”. However, the rail length is defined as “75 m” for the procurement and delivery of the rails at the clause of “2.1.1 Procurement of Rails” in the bill of quantities of “1.0-II Summary of indicative quantities for Superstructure” for “PROSEK - STANIČENJE 14+239.17 -64+152.29” and “2.0-II Summary of indicative quantities for Superstructure” for “STANIČENJE- DIMITROVGRAD km 64+152,29 - km 96+692,59” under “Volume 4”. Please kindly clarify what is the required minimum length for the procurement and delivery of the rails.</p>	<p>Answer No 195: Please see the answer no. 125.</p>
<p>Question No 196: “SRPS EN 13674-1:2010, Part 1: Vignol rails of 46 kg/m and more, quality R260” is defined at the clause of “2.1.1 Procurement of the Rails Type 60E1” in the related technical specification. As you may know, this is an old version norm. Please clarify whether the rails can be produced and tested fully in accordance with “EN 13674-1:2011+ A1:2017”.</p>	<p>Answer No 196: Please see answer to point no. 184.</p>
<p>Question No 197: According to “Volume 3.2 - Particular Employer Requirements / 2. Superstructure (Permanent Way) / Item 2.1.9. Procurement of crushed stone of eruptive origin”, it is mentioned as “Resistance to crushing according to category LARB 14, Table 7, paragraph 7.2, EN 13450”. However in the same document, it is also mentioned two categories of crushed stone in Table 2 as “Crushed Stone Category I” and “Crushed Stone Category II”, and in the 13th row of this table the Los Angeles test values according to UIC-EN 1097-2 standard are indicated as maximum 15 for Category I and maximum 30 for Category II. In this case, please clarify the discrepancy between the Table 2 and the Item 2.1.9 and in which cases to use these 3 different LARB values.</p>	<p>Answer No 197: Please see answer to point no. 184.</p>

<p>Also please clarify, the LARB value, which is applicable to the ballast (Table 7, paragraph 7.2, EN 13450).</p>	
<p>Question No 198: Could you please provide us the ballast quarries approved by the Employer?</p>	<p>Answer No 198: The Contractor's obligation is to find adequate quarries, provided that the attestation documentation corresponds to valid standards. According to the Contract Conditions, all materials and plants to be used for the works are subject to the approval of the Engineer and Employer.</p>
<p>Question No 199: According to “Volume 3.2 - Particular Employer Requirements / 1. Substructure / Item 1.6.2.1 Road Deviation in Sukovo” it is mentioned about a road deviation in Sukovo. Since this is not mentioned in the Employer’s Requirement, is this road deviation in this project scope? If so, could you please provide related drawings and indicative quantities for “Road Deviation of Sukovo”?</p>	<p>Answer No 199: All necessary data are in the submitted documentation.</p>
<p>Question No 200: According to “Volume 3.1 - General Employers Requirements / 5. Description of Technical Solutions / Item 5.1.3.7.1 Deviation of the roadway in the Čiflik station area” and “Volume 3.2 - Particular Employer Requirements / 1. Substructure / 1.6.1.1 Asphalt Road in Ciflik”, we understand that the newly constructed road will be asphalt road, however according to “Schedule of Prices: 1.12-I SUBSTRUCTURE” the road will be Macadam Road type. Please clarify.</p>	<p>Answer No 200: The deviation in Chiflik is given in schedule of prices 016_1_11_BELA PALANKA-CIFLIK.xlsx, in the section for level crossings.</p>
<p>Question No 201: In the Employer’s Requirement, it is mentioned that “The bridges and tunnels, the structural parts of which have been already reconstructed, are as follows: (table) Is the rehabilitation of the tunnels in this Contract’s scope? *(The table is at the bottom of the document)</p>	<p>Answer No 201: Please see answer to point no. 124. And 171.</p>
<p>Question No 202: Could you please share the as-built drawings of the rehabilitated and reconstructed bridges and tunnels mentioned in “Volume 3.1 General Employers Requirements / Article 2 / Page 5”?</p>	<p>Answer No 202: The question is irrelevant for the scope of the contract – no structural works are included in the scope of the works for the already reconstructed tunnels and bridges.</p>
<p>Question No 203: Please confirm if the bearing capacity of the rehabilitated and reconstructed bridges mentioned in “Volume 3.1 General Employers Requirements / Article 2 / Page 5” comply with the requirements of the Project (geometrically, lifetime and structurally).</p>	<p>Answer No 203: Please see answer to point no. 171.</p>
<p>Question No 204: Please confirm that whether the reconstructed bridges mentioned in “Volume 3.1 General Employers Requirements / Article 2 / Page 5” will be replaced</p>	<p>Answer No 204: All reconstructed bridges in the previous period given on page 5 of Vol 3.1 (excluding the bridges listed in Section 6, page 9 of Vol 3.1), are not the subject of this contract.</p>

<p>with reinforced concrete constructions according to “Volume 3.1 General Employers Requirements / Article 3.2 / 6. Railway structures - culverts, Bridges and underpasses, station buildings / page 9”.</p>	
<p>Question No 205: To check the gabarite (vertical and horizontal clearance) of the tunnels in terms of the catenary system, could you please share the cross-section drawings of the tunnels (and the digitally obtained scans of the tunnels if available).</p>	<p>Answer No 205: Please see answer to point no. 124.</p>
<p>Question No 206: Tender documents state that two (2) new traction substations, four (4) sectioning facilities will be constructed at the locations: Bela Palanka, Sukovo, Dolac, Ciflik, Stanicenje and Pirot. Km information is available but the distance from the given kilometre to the line is not clarified. Could you please provide us more information about the exact locations?</p>	<p>Answer No 206: Connecting ETS to the EPS network (national power grid) is the subject of a separate project and is not in the scope of the subject contract.</p>
<p>Question No 207: It is stated that each traction substation will be provided with its own connection to the High Voltage grid. Could you explain connection from ETS (Electrical Traction Substation) to the High Voltage grid is in the scope of this tender? If it is in this tender what it is the distance from ETS’s to the closest High Voltage lines?</p>	<p>Answer No 207: EVP connection to the 110 kV network is performed according to the electricity approval and the conditions issued by The Department of Electric Power Organization at the request of the "Serbian Railway Infrastructure", and is a separate project. Please, refer to book 4/2 of project documentation Please see previous answer no. 206</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 208: We are familiar with the global standards for electrification works but according to tender documents also there are some specific regulations and standards for Serbia. Could you please share with us the name of these standards and drawings of standard solutions?</p>	<p>Answer No 208: The contractor must be fully familiar with the national standards, regulations and laws.</p>
<p>Question No 209: Is there any specific material catalogue which we have to use for our material selections?</p>	<p>Answer No 209: The question is unclear. All materials must be in line with the valid standards and are subject to acceptance by the Engineer and Employer.</p>
<p>Question No 210: Could you share with us “.dwg” version of OCS, Traction Substation Projects and Sectioning Post?</p>	<p>Answer No 210: Please see answer to question no. 104.</p>
<p>Question No 211: Could you share with us the electrification single line diagram?</p>	<p>Answer No 211: Please, refer to book 4/2 of project documentation,</p>

	<p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 212: As per Overhead Contact Line general requirements page 17; the design of the EPS part of the 110 kV switchgear is not subject of these specifications. The installation of this equipment will be done by EPS (Electro Privreda Srbija). Will the equipment be supplied by EPS (Electro Privreda Srbija) (transmission line operator) or the contractor?</p>	<p>Answer No 212: EVP connection to the 110 kV network is performed according to the electricity approval and the conditions issued by The Department of Electric Power Organization at the request of the "Serbian Railway Infrastructure", and is a part of separate project. Please, refer to book 4/2 of design documentation.</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 213: According to the “Overhead Contact Line General Requirements” document, substations will have outdoor equipment but PS and PSN (sectioning post and neutral zones) will have indoor 25 kV equipment. Can you please confirm?</p>	<p>Answer No 213: Please, refer to book 4/2 of design documentation.</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 214: Is it possible to receive information about the existing Niš substation? Could you please provide single line diagram, general layout, C&P relay brands, etc.?</p>	<p>Answer No 214: The question is irrelevant for the scope of the works included in the contract.</p>
<p>Question No 215: Please confirm that supply and installation of the 110 kV High Voltage Transmission Line is out of this contract’s scope?</p>	<p>Answer No 215: Connection to 110 kV transmission line is not in the scope of the subject contract.</p>
<p>Question No 216: Reference is made to VOLUME 1 SECTION 1: INSTRUCTIONS TO TENDERERS Art 13.3. “ Non-exonerated taxes and fiscal duties, apart from those stated separately in the financial Tender templates, are covered in the Lump–sum Price of the contract and in the various prices of the Breakdown of the Lump-sum Price”. Would you please clarify which are the Non-exonerated taxes and fiscal duties to be kept into consideration in the cost and price estimation? Are there specific import taxes or duties to be considered</p>	<p>Answer No 216: The Employer cannot give any legal or tax related advice.</p>

<p>for those construction materials and services coming from abroad?</p>	
<p>Question No 217: We're referring to the document 2-2-1.1_746-2_Donji stroj-Tekstualna dokumentacija 26 EP3sign MB, where at page 28 is stated that the existing lines should respect a specific Gabarit as shown in a picture in the same page. Please confirm that this Gabarit is guaranteed also along the entire line, particularly in the section from km 14+700 up to km 29+200, Sičevo Gorge.</p>	<p>Answer No 217: Please see answer to point no. 191.</p>
<p>Question No 218: We're referring to the document 01_ 3.1. GENERAL EMLOY.REQUIR. Sičevo (Prosek)-Dimitrovgrad_final where, at the paragraph 3.1, is stated that the overall objective is to bring the railway transport "in line with the future international needs for the interoperability of railways in Europe". Moreover, the TSI Technical Specifications for Interoperability are referred also in other documents, such as:</p> <ul style="list-style-type: none"> • Electrical traction report, document 02_3.3.1a SPUZS-Prosek-Dimitrovgrad_2020 Final document, paragraph 3.4.2; • Technical specifications document 03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION, paragraph 2.1.1, for rails) • Document 01_List of Content, for the substructure • Document 032_3_1_Electrif_OCL_Prosek_Dimitrov_Schedules_of_Prices, sheet Summary 3.1 OCL Pros-Dimit, cell C24 <p>Please clarify if the compliance with the TSI has to be considered and proved by the Contractor through a independent notifying body (NB Rail), as independent authority, or if the same Technical Specifications for Interoperability (TSIs) will be part of a separate contract out of the current project of reconstruction and modernization.</p>	<p>Answer No 218: The function of the notified body (NoBo) has been assigned to the Engineer. The basic contractual obligation of the Contractor is to perform all the activities according to the applicable TSIs and to provide the needed documentation/tests for the activities of the NoBo.</p>
<p>Question No 219: Schedule of prices Ostrovica station: Please clarify if the turnout to be supplied and installed are nr. 8, considering that in the design part of the Tender documentation they seem to be nr 7. In case, please specify where the turnout nr. 8 is foreseen.</p>	<p>Answer No 219: See station diagrams in Volume 5 - Drawings. Please note that all the quantities are only indicative and for information.</p>

<p>Question No 220: Schedule of prices Section Dolac - Crvena Reka: In the schedule of price there are nr. 4 turnouts, not shown in the Tender documentation. Please clarify if they have to be considered and included in the offer</p>	<p>Answer No 220: File “013_1_8_CRVENA REKA STATION_R” will be issued under a corrigendum no 2 in due course. Please note that all the quantities are only indicative and for information. Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 221: Schedule of prices Crvena Reka station: In the Schedule of price we haven’t found the position for nr. 4 turnouts as shown in the Tender documentation. Please clarify if they have to be considered or not in the offer</p>	<p>Answer No 221: Please see answer to point no. 220.</p>
<p>Question No 222: Schedule of prices Pilot station: please confirm that the total number of turnouts to install is equal to nr. 13.</p>	<p>Answer No 222: Yes, but please note that all the quantities are only indicative and for information.</p>
<p>Question No 223: We’re referring to the document 03_IL_SUPERSTRUCTURE TECHNICAL SPECIFICATION, where, at the chapter 2.3. WORKS ON PERMANENT WAY there are instruction about the handling of the removed track, intended as track, switches, etc. Please clarify what are the required activities and the prices to consider for what is concerning the handling of the existing ballast once removed.</p>	<p>Answer No 223: The handling of ballast is linked to the design documents (for sub-structure, roads and similar including needed cleaning subject to acceptance by the Engineer).</p>
<p>Question No 224: In Volume 1, Section 1: INSTRUCTIONS TO TENDERERS, it is stated: “NON-KEY PERSONNEL The rest of the senior non-key personnel (i.e. mechanical engineer, geotechnical engineer, civil/electrical engineer, surveyor, architect, health, safety, security and environmental supervisor, shall have at least 8 years proven relevant experience in their respective fields.” Please clarify, are there any specific requirements regarding module for mechanical engineer.</p>	<p>Answer No 224: Please note that only Key Personnel are subject to evaluation.</p>
<p>Question No 225: Are licenses of the Serbian Chamber of Engineers and the Ministry of Construction, Transport and Infrastructure required for the positions of Chief</p>	<p>Answer No 225: It is sole prerogative of the successful tenderer to decide on all arrangements regarding his professional activities</p>

<p>Engineer on Site and Project Manager, ie can an engineer, a citizen of another state, who has licenses from the competent authority of that state, be appointed to these positions?</p>	<p>but fully respecting requirements of Instruction to Tenderers.</p>
<p>Question No 226: During analysis of the Preliminary Design, it was noticed that in the file of the Tender Documentation 029_2_8_Supp_Works_Whole_Section_Prosek_Dimitrov.xls BOQ point 2.8-VII Temp.Radio network, although it is stated that it refers to the entire section PROSEK-DIMITROVGRAD (km14 + 239.17-km 96 + 692.59), in terms of quantities it does not cover the entire section. Should the equipment needed for the section STANICENJE - DIMITROVGRAD be provided within this table?</p>	<p>Answer No 226: The relevant file will be supplemented and submitted in due time, as a document named “029_2_8_Supp_Works_Whole_Section_Prosek_Dimitrovgrad_R”</p>
<p>Question No 227: During analysis of the Preliminary Design, it was noticed that in the file of the Tender Documentation 029_2_8_Supp_Works_Whole_Section_Prosek_Dimitrov.xls BOQ item 2.8-VIII The local radio network of the Tender Documentation includes only the quantities required for the section PROSEK-STANICENJE, and the equipment for STANICENJE-DIMITROVGRAD is missing. Should the equipment necessary for the section STANICENJE-DIMITROVGRAD be provided within this table?</p>	<p>Answer No 227: Please see answer to point no. 226.</p>
<p>Question No 228: It was noted that the BOQ of the Tender Documentation did not cover the protection and relocation of track cables. Should the BOQ also provide the equipment needed for protection and relocation of track cables?</p>	<p>Answer No 228: It is unclear what track cables are meant.</p>
<p>Question No 229: In addition to the list of engineers who will be hired in relation to execution of works on the project, should a list of engineers who will be hired to develop the design i.e. designers be submitted?</p>	<p>Answer No 229: Please see answer to question no. 225.</p>
<p>Question No 230: According to Volume I. Section 1: Instructions to Tenderers “The Design Engineering company for the project must be the candidate, named partner or a named Subcontractor”. Please confirm the administrative documentation that the Designer must provide, in special if must submit the documents Annex 1 " declaration of Honour on exclusion criteria and selection criteria", Annex 2 " Covenant of Integrity" and Annex 3 " Environmental and social covenant"</p>	<p>Answer No 230: Please note the requirements for candidates (either sole contractor or JV/Consortium) as well as the requirements for subcontractors.</p>

<p>Question No 231: According to Volume I. Section 1: Instructions to Tenderers: “NON-KEY PERSONNEL: The rest of the senior non-key personnel (i.e mechanical engineer, geotechnical engineer, civil/electrical engineer, surveyor, architect, health, safety, security and environmental supervisor, shall have at least 8 years proven relevant experience in their respective fields”). Please confirm:</p> <p>a) is the previous list of proposed list of non-key personnel mandatory or only an example? It means that we have to provide the list of all the senior non-key expert of the proposed project’s staff?</p> <p>b) please clarify the meaning of “civil/electrical engineer”, do we have to propose a civil engineer and an electrical engineer?</p> <p>c) Is it necessary to provide CVs of all the non-key personnel?</p> <p>d) In case that the non-key personnel were from a Subcontractor, please confirm the additional documents that we have to provide.</p>	<p>Answer No 231: Please see answer to question no. 225.</p>
<p>Question No 232: Volume 1, Section 4, include:</p> <ul style="list-style-type: none"> - Form 4.6.1.1 - Forms 4.6.1.2 and 4.6.1.3 - a list of plant for execution of the contract <p>a) Please clarify which elements are included in the concept of Plant? Namely concrete plant, asphalt plant, railway machinery, civil works machinery ...</p> <p>b) Please clarify which items are included in the equipment referred in the form 4.6.2 “Manufacturer’s documents fully describing the equipment must be submitted with the tender”</p> <p>c) Please clarify if the above equipment, machinery and materials supplied must fulfil the European regulations in terms of safety, quality and environmental protection.</p>	<p>Answer No 232: Question is very general and cannot be answered.</p> <p>Notwithstanding, please note that all the contract related e.g. materials, equipment, machinery, plants as well as belonging activities must fully comply with all the valid national and European (stricter requirements apply) regulations and requirements regarding all the applicable aspects (e.g. safety, quality , environmental protection). Regarding the Environmental and social aspects also the EIB Environmental and Social Standards apply. All of the above is clearly set in the tender documents.</p>
<p>Question No 233: According to Volume 2, Section 2, Particular Conditions 13.1 Right to Vary. Please confirm if the different existing geotechnical conditions other than the provided by the Client in Volume 5 of the Tender Documents, if they appear during the construction phase, would be considered as a Variations which represent substantial changes with financial impact.</p>	<p>Answer No 233: Question is very general and variations (if any) will be decided on a case by case basis.</p>

<p>Question No 234: According to Volume 2, Section 2, Particular Conditions 13.1 Right to Vary, please confirm if the possible modification of the length of the retaining walls, bridges, culverts or underpasses due to the adaptation to the real existent conditions after a detailed survey would be considered as a Variations which represent substantial changes with financial impact.</p>	<p>Answer No 234: Question is very general and variations (if any) will be decided on a case by case basis. However, please also see answer to question no 9 (REF. EIB-GtP_1_2021_3.3 - CLARIFICATIONS TO TENDERERS QUERIES REV001 01.12.2021).</p>
<p>Question No 235: According to Volume 2, Section 2, Particular Conditions 13.1 Right to Vary, please confirm if the possible modification of the technical solution for the reconstruction of bridges, culverts and walls due to a different existing condition as defined in the Tender Documents, would be considered as a Variations which represent substantial changes with financial impact.</p>	<p>Answer No 235: Question is very general and variations (if any) will be decided on a case by case basis.</p>
<p>Question No 236: According to Volume 2, Section 2, Particular Conditions, paragraph 6.15 Rates and Rates of Wages and Conditions of Labour: “The Contractor shall pay rates of wages and observe conditions of labour not less favourable than those established for the trade or industry where the work is carried out. In the absence of any rates of wages or conditions of labour so established, the Contractor shall pay rates of wages and observe conditions of labour which are not less favourable than the general level of wages and conditions observed by other employers whose general circumstances in the trade or industry in which the Contractor is engaged are similar” Please clarify that in all cases the pay rates of wages and conditions of labour won’t be less favourable that the stipulated by the Serbian Legislation.</p>	<p>Answer No 236: Question is not clear. Please note that “The Contractor shall pay rates of wages and observe conditions of labor not less favorable than those established for the trade or industry where the work is carried out. In the absence of any rates of wages or conditions of labour so established, the Contractor shall pay rates of wages and observe conditions of labor which are not less favorable than the general level of wages and conditions observed by other employers whose general circumstances in the trade or industry in which the Contractor is engaged are similar”</p>
<p>Question No 237: In order to evaluate the possible existing weak points in the track bed, please provide the technical reports from the maintenance service of the existing line.</p>	<p>Answer No 237: All known weaknesses have been considered and covered in the submitted documentation.</p>
<p>Question No 238: According to Volume 3.1 General Employers Requirements “If, during the execution of works, local ballast pockets are found deeper than the designed rehabilitation levels, it is necessary to "clean" them and repair them with heavy soil as envisaged for the replacement of materials in this design.</p>	<p>Answer No 238: a) “Replace” in line with the needed quality of the soil layer set in Vol. 3.1, section 5.1.5. b) Please see a) c) Question is very general and variations (if any) will be decided on a case by case basis. However, please also have in mind that all quantities are indicative. Please see Volume 4, 4.A Introduction: Paragraph 1: “The</p>

<p>Please clarify:</p> <p>a) The meaning of “clean” as it is stated in brackets.</p> <p>b) The details of the procedure envisaged for the replacement of these materials.</p> <p>c) If in this case, as are deeper than in the designed rehabilitation levels, the cost would not be included in the total lump sum and it will be object of a Variation according Particular Conditions 13.1 Right to Vary.</p>	<p>breakdown of the lump-sum price (Section 4.C) is the itemised list of prices showing the build-up of the price in the lump-sum contract. This breakdown of the lump-sum price does not derogate in any way from the fact and requirement that, in a lump-sum contract, the total contract price remains fixed irrespective of the quantities of the works actually carried out.”</p> <p>Please see the answer no. 234.</p>
<p>Question No 239:</p> <p>According to Volume 3.1 General Employers Requirements. Please confirm that in the “Works that are not included in the Preliminary Design and which should be done in accordance with legal acts “, there are no other works than:</p> <ul style="list-style-type: none"> - Construction of noise barriers - Elevator for persons with disabilities in the subway at Pirot station 	<p>Answer No 239:</p> <p>The needed woks are specified in the tender documents.</p>
<p>Question No 240:</p> <p>According to Volume 3.1 General Employers Requirements 5.1.8 level crossings, please confirm if any temporary works or diversions should be considered in the execution of the works. Please provide details to be considered.</p>	<p>Answer No 240:</p> <p>All necessary works related to level crossings are given in the documentation. All temporary works and traffic organisation are contractual obligations of the Contractor.</p>
<p>Question No 241:</p> <p>According to Volume 3.1 General Employers Requirements 5.1.10 Supporting structures-Walls, it is stated that: The proposed solution (for Contractor’s information only, the final design and execution method is to be defined by the Contractor).</p> <p>a) If the Contractor may define and choose the construction method and the typology of the wall.</p> <p>b) If prefabricated elements for the wall can be envisaged.</p> <p>c) As the scope of works includes “the recovery of the part of the existing wall”, please provid details of the conditions of all the existing walls</p> <p>d) In special, please provide details of the existing walls where the new structural elements must be connected to the existing structural elements (for example: wall 2, wall 3, wall 4 and wall 8; but please provide details of the existing conditions of all the walls).</p> <p>e) Please confirm if, in the event that the conditions of the existing walls doesn’t permit the connection of the new structural elements, as defined in the tender documents, it will be a case of Variation with financial impact.</p>	<p>Answer No 241:</p> <p>All the available documentation is included in the tender documents. Please note that the Contract is responsible for the designs for construction permit and execution. All in line with the envisaged contract conditions and valid standards.</p>

<p>Question No 242: According to Volume 3.1 General Employers Requirements 8.10 Existing Services: “The Contractor shall acquaint himself with the position of all existing roads, buildings, plant and services of any kind including drains, telephone, electricity lines and poles, water pipes, utility ducts and the like, in the vicinity of the Works, as per the Employer or others’ records, before any excavation or other work likely to affect the existing services is commenced “ Please provide all the available data of the existing data of the services listed in the paragraph.</p>	<p>Answer No 242: Please note that the Contractor is responsible for preparation of the design for construction permit and execution and must be fully familiar with all the exiting utilities/services. Please be aware of the applicable contract conditions. All interested parties had an opportunity to inspect the railway line in detail. SRI have organized a mandatory site visit which was carried out on 18th November 2021, and the Contractors are expected to have used this site visit to get familiar with the terrain and the condition of the existing railway and systems.</p>
<p>Question No 243: In Volume 3_3.3.2 Information 1 is stated that: ”If the proposed closure of the railway line would be approved, all the above mentioned works would be stated in the tender documentation, in book 3.1 – Requests of the Investor and the potential Contractors would be obliged to plan them for the executions, in the period of total closure of the railway line, which would have to be confirmed also in their dynamic plans, which are being submitted within the tender documentation” Please clarify that proposed closure is confirmed or not.</p>	<p>Answer No 243: Please see Question 116.</p>
<p>Question No 244: In Volume 04_3.3.3 Information 2 is stated that: “During the site visit on the Prosek - Dimitrovgrad railway line, the Project experts noticed following defects, which should be included in the Design for execution of the works “ Please clarify if all of the defects listed in the Document 04_3.3.3 Information 2 are included in the Bill of Quantities provided in Volume 4, and part of the Lump Sum.</p>	<p>Answer No 244: These works may not be specifically covered by the indicative quantities in Volume 4. They must be considered in detail in the bid and processed in further project documentation. Please note that all the quantities are only indicative and for information. Please see also Section 4.A of Volume 4.</p>
<p>Question No 245: in Volume 05_3.3.4 Information 3 is stated that “As the reconstruction of the station facilities has not been included in the Design for reconstruction and modernization of the railway line Prosek - Dimitrovgrad, it has been agreed to provide works in order to bring the facilities to a "decent" condition, by which the working conditions of employees would be improved” Please confirm: a) Details of the “decent” condition to be offered. b) Which are the services to be implemented in the stations (for example: public address systems, signalization for users, communication systems, ...).</p>	<p>Answer No 245: The Study for the adaptation of certain station buildings and the subject of works related to the adaptation of those stations are given.</p>

<p>c) If the scope of works includes rehabilitation activities in the upper floors of the stations.</p> <p>d) If the structural rehabilitation of the building, if needed, would be included in the object of the contract.</p> <p>e) The scope of works included in the lump sum is strictly the list of works defined in Volume 05_3.3.4 Information 3, that is significantly less than the defects listed. Please confirm if the activities that we have to include in our offer are strictly the list of works proposed.</p>	
<p>Question No 246: According to Volume 3.1 General Employers Requirements 5.1.9.1 Culverts, please clarify:</p> <p>a) Regarding concrete culverts that are completely to be replaced, please confirm that as a methodology of construction could be implemented prefabricated elements that have the same of better structural and hydraulic conditions.</p> <p>b) Regarding culverts that have to be repaired and extended (24 units), please provide information of its existing structural conditions.</p> <p>c) Please clarify if the existing structural condition of any of the 24 culverts that are envisaged to be repaired doesn't permit to do so, and finally it would be needed to increase the works of rehabilitation or even its replacement, if it would be object of a Variation with financial impact or included in the lump sum price.</p>	<p>Answer No 246: All documentation related to Culverts is attached in the Tender Documentation. Please see the answer no. 234.</p>
<p>Question No 247: According Volume 3.1 General Employers Requirements 5.1.9.2. Bridge at km 22 + 905.11 (underpass) : “ One of the already reconstructed steel underpasses, at km 22 + 905.11, span L = 8.70 m, requires the extension of the existing, new concrete structure for another track. The newly-designed construction is performed on the existing pillar, which, at one time, was already built for a double-track railway line”. Please clarify:</p> <p>a) The conditions of the existing structure, including the pillar, that must be connected with the new structure.</p> <p>b) Please provide details of the existing conditions of the rest of the bridges to be reconstructed, included supports and pillars if any.</p>	<p>Answer No 247: All documentation related to bridges is attached to the Tender Documentation. Please see the answer no. 234.</p>

<p>c) Confirm if the new span could be implemented in still material, concrete on site or prefabricated concrete elements, according to the solution proposed by the contractor.</p> <p>d) Please clarify if the existing structural condition of any the bridges or underpasses that are envisaged to be repaired or extended doesn't permit to do so, and finally it would be needed to increase the works of rehabilitation or even its replacement, if it would be object of a Variation with financial impact or included in the lump sum price.</p>	
<p>Question No 248: According to Volume 3.1 General Employers Requirements 5.1.4 Cross section of the railway line, please provide the drawing of the general cross section of the railway line detailing its final condition and dimensions.</p>	<p>Answer No 248: Characteristic profiles of the railway are given in Volume 5 - drawings</p>
<p>Question No 249: According to Volume 3.1 General Employers Requirements 5.1.3.1 Stations reconstruction in general is stated that : “The platforms between the tracks with a distance of 4.75 m are designed at the request and approval of the designer”. Please clarify if it's already confirmed the distance of 4,75m.</p>	<p>Answer No 249: The exact track spacing is defined in the documentation. Please note that all the minimum dimensions must be in line with the valid standards (including TSI).</p>
<p>Question No 250: According to Volume 3.1 General Employers Requirements 5.1.5.1 Noise Barriers, Please confirm:</p> <p>a) If according to the existing conditions it would be needed to implement more length that the detailed in the attached list, if it's included in the lump sum offered or it would be object of a Variation with financial impact: (table)</p> <p>b) Please confirm is the material of the noise barrier could be steel or concrete, if in all cases are fulfilling the technical requirements of the project.</p> <p>*(the table is at the bottom of the document)</p>	<p>Answer No 250: The exact location of the noise protection walls is given in the documentation. Material must be in line with the technical requirements, standards as well as the environment in which such elements are placed. Please note that the Contractor is responsible for preparation of the design for construction permit and execution which is subject to the independent technical review. Also, all materials are subject to the approval of the Engineer and Employer.</p>
<p>Question No 251: According to Volume 3.1 General Employers Requirements, it is stated that: “The Employer shall arrange full closure of the railway in the period from 1st April 2023 till 1st July 2023. The Contractor shall execute all critical activities during indicated period. The list od critical activities is provided in the Form 4.6.3 and Particular Conditions of Contract.</p>	<p>Answer No 251: Please see the answer no. 116.</p>

<p>But in Volume 2, Section 2, Particular Conditions is stated another dates– see sub-clause 2.1 Right of Access to the Site_2. The Employer. Please confirm the dates of the full closure.</p>	
<p>Question No 252: According to Volume 4 , List of Contents. Introduction: point 11. “For items in the Schedules of Prices for which the indicative quantities are “0,..” Please confirm it the units with quantities “0” must be priced, even the quantity remain “0”.</p>	<p>Answer No 252: Please see section 4.A of Volume 4.</p>
<p>Question No 253: We’re referring to the document 01_ 3.1. GENERAL EMLOY.REQUIR. Sićevo (Prosek)- Dimitrovgrad_final and to the document V2-S2, for what is concerning the final and the temporary signalling plants. In detail, for the document V2-S2, we’re referring to the part 4.8, page 8 of 23, bullet point (i): (i) shall secure temporary signalling on the parts of the railway where works are executed” Considering that in the schedules of prices no amount seems to be included for these final and temporary signalling plants, with the exception of some traffic signs, please clarify: a) If the final and temporary security plants are included in the scope of work to quote within this offer b) If yes, please clarify if the materials, equipment, cables and all the required items for the implementation of the described temporary and final security plants will be supplied to the contractor of this contract or not. c) If the materials will be supplied by the client or third parties, please specify the time schedule referred to this supply, divided in sections according to the other subsections of the line</p>	<p>Answer No 253: There is no temporary signaling in the scope of the contract, only a temporary radio network for traffic management.</p>
<p>Question No 254: We’re referring to the activities required for the telecommunications plants, that includes: - Civil works - Relocation and protection of existing electric power lines - Relocation and protection of telecommunication cables - Removal of telecommunication poles and self-supporting cables - Temporary radio network for traffic management - Local radio network Please clarify the following points:</p>	<p>Answer No 254: a) All the quantities are only indicative and for information. Please see also Answer 234. b) Yes.</p>

<p>a) For the relocation of the existing cables there is the risk connected with their conditions and length, that can not allowed to go on with the required activity. In this case, the cost of the new cables will be considered as variation order or not?</p> <p>b) Please confirm that only a temporary radio network has to be installed within the scope of work of this contract, following the schedules of prices.</p>	
<p>Question No 255: General Condition Contract 4.10 The geotechnical data provided by the Employer is based on pit excavations, depths between 1.3 m - 2 m at 200 m intervals and a total nos of 30 test pit log data with an average depth of 5 m on the alignment. Since pit excavations and test pit logs given by the Employer are not sufficient and limited in terms of depth and quantity, a detailed geotechnical investigation should be performed, in order to determine the amount, depth and method of soil improvement works which may differ from technical specification to reach the required bearing capacity of sublayer and to prevent the deformations of completed track. However, since the railway line is under operation and due to limited tender preparation time, it is not possible to drill for borehole and topographic survey on the alignment at tender stage. Also, digital version of the topographical drawings in a sufficient manner are required as the current pdf versions of them as provided within Volume 5 (1_PART 1\01_I SUBSTRUCTURE and 02_PART 2\01_I SUBSTRUCTURE) is not clear and readable for determining the quantities on the alignment which should be performed by the Contractor who is responsible for design and quantities. Therefore, we kindly require the Employer to make following revisions in order to receive competitive bids for the benefit of Employer, instead of requesting bids with the burden of explained risks of subsoil and topographic conditions on to the tenderers. Clause 4.10 (a) and (b) of General Conditions; (a) the form and nature of the Site, including excluding sub-surface topographical and hydrological conditions, (b) the hydrological and climatic conditions, And can you please add the following paragraphs after second paragraph of Clause 4.12 of General Conditions. During execution of the works geotechnical data which will be obtained by the Contractor in order to</p>	<p>Answer No 255: There are no changes in the tender documents and related contract conditions.</p>

<p>determine the subsurface condition for any depth which is not sufficiently provided by the Employer at tender stage and, if the Contractor encounters any topographical, sub-surface and hydrological conditions provided by the Employer are different than the ones specified in the data provided by the Employer before submission of the bids even provided as “information only” such shall be accepted by the Employer as unforeseeable physical conditions.</p> <p>In such case the provisions of Clause 2.1 of PCC with regards to access to Site for the hours without traffic shall be extended (“Extended Periods) by the Employer in accordance with Contractor’s requirements which shall be adequate for completing relevant part of the Works by taking into consideration of the effect of unforeseeable physical conditions and the liability for indemnification of proved damages of the Rail Operator shall be evaluated for delays caused by the Contractor beyond the Extended Periods.</p>	
<p>Question No 256: Topographical and sub-soil survey Before submission of the bids, can you please let us to achieve a topographical and sub-soil survey in order to clarify the real conditions of the Site as the relevant data in the Employer’s possession on the sub-surface, hydrological and topographical conditions of the Site which is made available to the Contractor is not sufficient to represent the existing and real topographical and Sub-surface conditions of the Site.</p>	<p>Answer No 256: This request is not feasible due to existing railway operations. The Contractors are to, as part of their submission, make allowance for such surveys which will need to be carried out as part of the design process.</p>
<p>Question No 257: Particular Condition Contract 2.1 According to PC 2.1 It is stated that "The Contractor acknowledges that railway has to be operational full time during Works. The Employer shall organize traffic in the manner that Contractor will get access for 36 hours without traffic followed with 36 hours with traffic." Culvert works (139 nos) are the most critical part of the project. Work sequence of culverts are as follows;</p> <ul style="list-style-type: none"> • dismantling of existing track, • excavating of soil, • demolishing the existing culvert, • filling with specified subsoil, • installation of culverts (precast or cast in situ), • filling the subbase, • laying ballast and new track, • tamping of the track and, <p>after all the above works will be completed, opening the line ready for operation in accordance with the technical specification is not achievable within 36</p>	<p>Answer No 257: Please see answer to question no. 116. The methodology and organization of the works during those periods is the sole responsibility of the contractor.</p>

<p>continuous hours without traffic in accordance with prudent industry standards. We kindly request to increase period without traffic by taking into consideration the amounts of works mentioned above and also the worst seasonal conditions in order to let the Contractor to complete such works to be completed on time.</p>	
<p>Question No 258: VOLUME 3 03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION, 2.1.2. Elastic rail fastenings for concrete sleepers, Other fastenings Page (5/47) According to Technical Specification for Superstructure (on page 5/47) it stated as " The tenderer shall specify the quality for each component depending on the structural fabric and function in the track fastening system for concrete and wooden sleeper". According to our understanding, these documents should be submitted by the contractor instead of the tenderer. Please confirm.</p>	<p>Answer No 258: Yes. All materials and equipment will be subject to the approval by the Engineer and Employer. Please note that for fastenings, in addition to the single components, the system guarantee (functional properties) will be required.</p>
<p>Question No 259: VOLUME 3 03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION, 2.1.2. Elastic rail fastenings for concrete sleepers, Other fastenings Page (5/47) According to Technical Specification for Superstructure (on page 5/47) it stated as " The take-over procedure shall be recorded in a protocol of which the Employer's authorized representative and tenderer shall retain one copy each". According to our understanding, these documents should be submitted by the contractor instead of the tenderer. Please confirm.</p>	<p>Answer No 259: Yes. The taking-over procedure is subject to the contract implementation.</p>
<p>Question No 260: VOLUME 3 03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION, 2.1.2. Elastic rail fastenings for concrete sleepers, Other fastenings Page (5/47) According to Technical Specification for Superstructure (on page 5/47) it stated as " The following checks shall be carried out during the acceptance and delivery of track fastenings: - check of the quality of material - check of dimensions - check of functional properties The dimensions shall be checked for their compliance with the given dimensions and tolerances against the manufacturer's Items and drawings (technical documentation) verified by the Employer's authorized representative. The tenderer shall enclose the relevant documents for the above checks in the tender."</p>	<p>Answer No 260: See answer 258.</p>

<p>According to our understanding, these documents should be submitted by the contractor instead of the tenderer. Please confirm.</p>	
<p>Question No 261: VOLUME 3_03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION 2.1.2. Elastic rail fastenings for concrete sleepers Special requirements Page (6/47) According to Technical Specification for Superstructure (on page 6/47) it stated as “When so requested by the Employer, the tenderer shall: a) examine the technical documentation for concrete sleepers to check their compatibility with the track fastenings he is quoting, b) enclose the necessary workshop drawings for those fastening components that shall be embedded in concrete sleepers in the course of their manufacture. This will ensure the compliance of the final product with the national railway standard that regulates testing and use of concrete sleepers and rail fastenings in track. c) take part in the technical acceptance of concrete sleepers in order to ensure that the components were embedded in concrete sleepers as shown on detailed drawings and stated in the preceding paragraph b.” According to our understanding, these documents should be submitted by the contractor instead of the tenderer. Please confirm.</p>	<p>Answer No 261: See answer 258.</p>
<p>Question No 262: VOLUME 3 03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION 2.1.2. Elastic rail fastenings for concrete sleepers Special requirements Page (6/47) According to Technical Specification for Superstructure (on page 6/47) it stated as “Measurement and payment: The price of the fastening is comprised in the price of sleepers.” for 2.1.2 However, the fastening and sleeper unit prices which are 2.1.2 and 2.1.3 items of BOQ are requested separately in BOQ. Please confirm that fastenings and sleepers will be priced separately in accordance with BOQ.</p>	<p>Answer No 262: Measurement and payment is irrelevant for the contract conditions used. The schedule of prices shall be filled-in as provided in the schedules of prices in Vol 4. Please note that the quantities are only indicative and for information.</p>
<p>Question No 263: VOLUME 3 03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION 2.1.3. Procurement of concrete sleepers Support documentation Page (8/47) According to Technical Specification for Superstructure (on page 8/47) it stated as</p>	<p>Answer No 263: See answer 258.</p>

<p>“i) The Tenderer shall guarantee the functionality of rail-sleeper bond based on the certificates provided by the producers of track materials, sleepers and rail fastenings.”</p> <p>According to our understanding, these documents should be submitted by the contractor instead of the tenderer. Please confirm.</p>	
<p>Question No 264: VOLUME 3 03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION 2.1.3. Procurement of concrete sleepers Support documentation Page (9/47) According to Technical Specification for Superstructure (on page 9/47) it stated as “k) The sleeper manufacturer shall submit drawings of sleeper cross-sections, a structural analysis and all other necessary calculations, to enable the Employer to assess the responsiveness of the offered sleepers to the requirements.”</p> <p>Please kindly clarify that above mentioned submittals should be provided during execution of project.</p>	<p>Answer No 264: See answer 258.</p>
<p>Question No 265: VOLUME 3 03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION 2.1.3. Procurement of concrete sleepers Support documentation Page (9/47) According to Technical Specification for Superstructure (on page 9/47) it stated as “b) The manufacturer shall submit a statement on his capability to supply at least 1000 pieces of concrete sleepers for either rail type (60E1/49E1), on demand in any exceptional and extraordinary events that may occur on the Employer's side.”</p> <p>Please kindly clarify that statement should be provided during execution of project.</p>	<p>Answer No 265: See answer 258.</p>
<p>Question No 266: VOLUME 3 03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION 2.1.3. Procurement of concrete sleepers Support documentation Page (9/47) According to Technical Specification for Superstructure (on page 9/47) it stated as “e) The tenderer shall submit documentation issued by a railway administration stating that the proposed sleepers had satisfactory performance over railway line with mixed traffic at ≤ 160 km/h and axle load of 225 kN.”</p>	<p>Answer No 266: See answer 258.</p>

<p>According to our understanding, these documents should be submitted by the contractor instead of the tenderer. Please confirm.</p>	
<p>Question No 267: VOLUME 3 03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION 2.1.7. Procurement of complete switches on concrete sleepers with elastic fastenings, Specific conditions for switches assemblies (elements): Page (15-16/47) According to Technical Specification for Superstructure (on page 15-16/47) it stated as “e) Fastenings The technical characteristics of the rail/baseplate and baseplates/bearers pads (dimensions, thickness, dynamic stiffness etc) shall be selected by the tenderer and be included in the tender along with adequate justification.” Please kindly confirm that it should be submitted at tender stage.</p>	<p>Answer No 267: See answer 258.</p>
<p>Question No 268: VOLUME 3 03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION 2.1.9. Procurement of crushed stone of eruptive origin General conditions, Page (20/47) According to Technical Specification for Superstructure (on page 20/47) it stated as “The tenderer shall enclose with the tender a test certificate on the physical and mechanical properties of trial samples of rock mass and crushed stone, issued by an authorized laboratory. The test certificate shall not be older than 6 (six) months from the date of the invitation to tender. The tenders lacking this test certificate shall be rejected.” According to our understanding, these documents should be submitted by the contractor instead of the tenderer. Please confirm.</p>	<p>Answer No 268: See answer 258.</p>
<p>Question No 269: VOLUME 5, PART 1 and PART 2 The most of the drawings in Volume 5 can not be read. We kindly ask you to share the drawings in dwg format.</p>	<p>Answer No 269: Please see answer to question no 104.</p>
<p>Question No 270: The right of way boundary of the project alignment cannot be seen in the drawings. We kindly ask you to share the related drawings which showing the right of way boundary.</p>	<p>Answer No 270: Please see answer to question no. 182.</p>

<p>Question No 271: We are writing to request time extension to the deadline of the submission of bid as we believe more time is needed to provide prospective bidders with the opportunity to submit a fully responsive bid. We sincerely request an extension of 60 calendar days, with 19th February 2021, as the new deadline. And also, we kindly request the extension for the deadline for bidders to request any additional information accordingly. We hope our request will be considered and we look forward to your favourable response.</p>	<p>Answer No 271: Please see CORRIGENDUM No. 1 to the TENDER DOSSIER published on SRI website on 13th December 2021.</p>
<p>Question No 272: Details about fence are not seen in the projects. Please could you share the details of the fences for; - Box Culverts Fence - Retaining Walls protection fence.</p>	<p>Answer No 272: All the available drawings are included in the tender documents. Please note that the contractor is responsible for preparation of the design for construction permit and execution (all in line with the valid standards)</p>
<p>Question No 273: Since the new design requirements and dimensions were given for Part II Box culverts in 01_ 3.1. GENERAL EMPLOYER REQUIREMENT Sićevo (Prosek) - Dimitrovgrad_final (Page 69/125) Part I design construction / requirements were not given in General Employer. Requirement file. Please could you share the details for Part I box culverts?</p>	<p>Answer No 273: Please see Section 5.1.9.1. of Vol 3.1</p>
<p>Question No 274: Please could you share the details for construction of channels using prefabricated concrete elements item 1.3.4 - Construction of channels using prefabricated concrete elements. The item includes construction of concrete channels with use of classic concrete elements according to the details given in the design, made of concrete MB30 on a base of gravelly sandy material 10 cm thick, with grouting the joints between each two elements. The price includes procurement of all necessary materials, loading, transport to the installation site, unloading and installation?</p>	<p>Answer No 274: Details of concrete channels are given in Vol 5- Drawings.</p>
<p>Question No 275: According to the BoQ/Subitem 4.4.2, thickness of the road base of crushed stone is 15 cm, while it is specified as 12 cm in the subitem 1.6.1.1.3.2 of “02_I_SUBSTRUCTURE TECHNICAL SPECIFICATIONS”. Could you please clarify which one to be considered ?</p>	<p>Answer No 275: Position 4.4.2 refers to road crossings and according to the project, the thickness of the pavement is 15 cm, while position 1.6.1.1.3.2 refers to the surface of the road deviation in Chiflik. Please note that all the works must be in line with the valid standards irrespectively of the standards used for preparation of the technical documents included in the tender.</p>
<p>Question No 276: According to the BoQ/Subitem 4.3.2 that there will be an excavation of the material of II-III category. However, it is not specified in the “05_IV_LEVEL CROSSING TECH.SPEC”(It is referred to 1.2.3).</p>	<p>Answer No 276: Description of position 1.2.3 excavation in soil of I-III category also applies to excavation of II-III category.</p>

<p>Excavation of the material of I-III category and IV-V category are only mentioned in the referred part(1.2.3 Bulk Excavation in the “02_I_SUBSTRUCTURE TECHNICAL SPECIFICATIONS”). Could you clarify for the material of II-III category ?</p>	
<p>Question No 277: The referenced part whose subitem is 4.4.7 mentions about clearing of site. On the other hand in the definiton of BoQ it is about crushed stone pavement. Could you please clarify ?</p>	<p>Answer No 277: See position description 1.6.1.1.3.2.</p>
<p>Question No 278: Could you please share the details of MB50 concrete foundation details which is mentioned in the subitem 4.2.2 in the BoQ ?</p>	<p>Answer No 278: All the available documents is included in the tender documents. The contractor is responsible for preparation of the design for construction permit and execution (all in line with the valid standards irrespectively of the standards used for preparation of the available technical documentation).</p>
<p>Question No 279: There is no information for the rubber panel manufacturer and its requirements which is mentioned in subitem 4.2.2/4.2.3/4.2.4 etc. in the BoQ. Could you please clarify ?</p>	<p>Answer No 279: The description related to the items from the schedules of prices is given in the technical specifications (must be in line with the valid standards).</p>
<p>Question No 280: The referenced part whose subitem is 1.6.1.1.1.3 mention that the thickness does not exceed 10 cm, on the other hand in the definiton of BoQ the diameter is bigger than 10 cm. Could you please clarify.</p>	<p>Answer No 280: See position 1.6.1.1.1.2 (diameter up to 10cm) and position 1.6.1.1.1.3 (diameter over 10cm)</p>
<p>Question No 281: Please could you clarify “Measurement in the template G-105, when compacted.” mentioned in the subitem 4.3.1/4.3.2/4.3.3/4.3.4 in the BoQ.</p>	<p>Answer No 281: In the given positions, the text related to the G-105 forms should be ignored.</p>
<p>Question No 282: The referenced part whose subitem is 4.3.3 mentions about installation of a layer of old curshed stone 8 cm thick. On the other hand in the definiton of BoQ it is about construction of finishing course and there is no information about thickness. Could you please clarify ?</p>	<p>Answer No 282: The question is unclear.</p>
<p>Question No 283: As per mentioned “This Bill of quantities covers partial works on reconstruction of the station facilities (in order to protect them from further deterioration), but it would be preferable to perform complete reconstruction and rehabilitation of these facilities in order to make basic conditions for the work of station staff (in some stations there is no water supply, sewerage network, and sanitary facilities), and to improve passenger traffic conditions.” in “05_3.3.4_INFORMATION 3”, please clarify what are the basic conditions for each stations ?</p>	<p>Answer No 283: Please see the answer no. 245.</p>

<p>Question No 284: It is stated that "Each electric traction substation will be provided with its own connection to the high voltage grid. The existing electric traction substation in Niš, already designed and built through the Railway Corridor X Project, will be used as one connection of this project to the high voltage grid (110 kV).The power supply for the overhead contact line of the Niš bypass railway is to be provided from the existing electric traction substation (ETS) Niš. Based on preliminary electric traction calculations, it is necessary to increase the capacity of the ETS, considering the age of the existing ETS Niš, its complete overhaul is to take place. For the purpose of fitting the OCL of the newly-designed Niš bypass line into the existing electric traction substation system and sectoring plants, a new sectioning plant (SP) Pantelej has been planned. The electrification of this section shall be completed in the Vrežina station where the SP/PSN is to be built." in 01_ 3.1. GENERAL EMLOY.REQUIR. Sićevo (Prosek)- Dimitrovgrad_final 5.1.5.2 Electrification.</p> <ol style="list-style-type: none"> 1) Kindly confirm whether the increase of the capacity of the ETS located at Niš Station is under the scope of this tender or not. 2) If so , please clarify in which BOQ item it shall be priced 3) Kindly provide as built drawings of the existing ETS installations. 	<p>Answer No 284: The work to the ETS (Nis) is the part of project for Niš bypass which will be tendered separately. As such, it is not part of the scope of this tender. Responses to 1) , 2) and 3) are also not relevant to this tender. ETS (Nis) is added to CORRIGENDUM No. 2 FOR INFORMATION PURPOSES ONLY.</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/ .</p>
<p>Question No 285: Given catenary layout does not indicate the capacities for the switchgears,cables etc. In 4_1_0 Detailed Design for Electrical facilities and installations WB16-SRB-TRA-01-DWG-410-E-001 Layout Sectioning scheme - Newly Designed. Please clarify the capacities of the swithgears,cables, etc.</p>	<p>Answer No 285: Please, refer to book 4/1, and book 4/2 of the design documentation.</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/ .</p>
<p>Question No 286: The tender documents at Volume 5 are in Serbian Language. Kindly provide English version of those documents.</p>	<p>Answer No 286: The tender documents that are available in English are provided in Volume 5.</p>
<p>Question No 287: It is stated that "The design of the EPS part of the 110 kV switchgear is not subject of these specifications. The installation of this equipment will be done by EPS." in 07_Overhead contact line General requirements clause 3. Traction facilities</p>	<p>Answer No 287: Please, refer to books 4/2, and 4/1 of the design documentation</p> <p>Please see answer to points no.:206, 207, 212 and 215</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All</p>

<p>a) Kindly confirm that EPS part is out of this tender and kindly indicate the battery limits shown on WB16-SRB-TRA-01-DWG-410-E-001</p> <p>b) Kindly confirm that the power supply connection from 110KV Public Grid to TSS(Bela Palanka and Sukova) is not the scope of this tender.</p>	<p>associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/ .</p>
<p>Question No 288: According to 03_II_SUPERSTRUCTURE TECHNICAL SPECIFICATION Page 17-19 Condition for supply and installation electric switch device on the new assembled switches : The switch devices , switch controllers , traffic signals, switch heaters are described under refered document. Kindly confirm that those items are not the scope of this tender.</p>	<p>Answer No 288: It is not part of this procurement.</p>
<p>Question No 289: “4_1_0 Detailed Design for Electrical facilities and installations WB16-SRB-TRA-01-DWG-410-E-001 Layout Sectioning sheme - Newly Designed” shows the catenary footings MB15, however “07_Overhead contact line General requirements” clause overhead contact line description states " Catenary Footing MB20" and provided BOQ also states the footings as MB20. Please clarify the required concrete type for the footing of the masts.</p>	<p>Answer No 289: MB 20 is correctly. Please note that the Contractor is responsible for preparation of the design for construction permit and execution (all in line with the valid standards) as well as for the overall quality of the works and their compliance with the valid standards, according to the contract conditions</p>
<p>Question No 290: Referring to Bridge at km 22 + 905.11, kindly show on the drawing which track is track-2 and which track is track-3 separately.</p>	<p>Answer No 290: All the available drawings are include in the tender – please see also the layout of the station Ostrovica. (Volume 5, 02_II SUPERSTRUCTURE).</p>
<p>Question No 291: Referring to Bridge at km 22 + 905.11, kindly show on the drawing which pillar is pillar S1 and which pillar is pillar S2 separately.</p>	<p>Answer No 291: Please see Vol 3.1, Section 5.1.9.2 (Pillar S1 is towards Nis, while pillar S2 is towards Dimitrovgrad).</p>
<p>Question No 292: According to Technical Specification for Superstructure (on page 5/47) it stated as " The choice of materials shall be made by the tenderer and the characteristics (dimensions, thickness, density, strength, dynamic vertical stiffness, minimum electrical volume resistance and other) shall be specified in the tender. The compatibility between the rail pad material selected by the tenderer and the proposed spring clip of the fastening system will be proven by the tenderer, based on diagrams that will be included in the offer, which will exhibit the load – deflection response of the rail fastening – pad system". According to our understanding, these documents should be submitted</p>	<p>Answer No 292: Please see the answer 258.</p>

<p>by the contractor instead of the tenderer. Please confirm.</p>	
<p>Question No 293: Referring to General Employer Requirements for Bridge at km 22+905.11 at page 41, please clarify what does prefabricated road construction refers to in this below sentence; “Concrete type MB40 is envisaged for prefabricated road construction”</p>	<p>Answer No 293: MB40 refers to the pavement structure of the bridge. Please note that the Contractor is responsible for preparation of the design for construction permit and execution (all in line with the valid standards) as well as for the overall quality of the works and their compliance with the valid standards, according to the contract conditions</p>
<p>Question No 294: Referring to “Indicative Quantities” documents for Bridge at km 22+905.11, according to item no 3.1.1.3.4. “Reinforced concrete MB 40, class B.II, for deck slab with longitudinal beams, cast in situ.” please kindly clarify whether these stated beams are cast in situ or prefabricated?</p>	<p>Answer No 294: Subject to the organization and methodology of the contractor.</p>
<p>Question No 295: Referring to General Employer Requirements for Bridge at km 67+303 at page 70, please clarify the given b/d ratio in the given below sentence; “The slab shall rest on a longitudinal girder measuring b/d = 35cm.”</p>	<p>Answer No 295: “The slab shall rest on a longitudinal girder measuring b/d = 35cm.; b=35cm, d=35cm. Please note that the contractor is responsible for preparation of the design for construction permit and execution (all according to the valid standards).</p>
<p>Question No 296: Referring to General Employer Requirements for Bridge at km 67+303 at page 70, could you please explain what is “reinforced concrete mounting slab”? Is it prefabricated or cast in situ?</p>	<p>Answer No 296: Subject to the organization and methodology of the contractor.</p>
<p>Question No 297: Referring to “04_III_STRUCTURES” item no 3.1.3.4.8 It is stated that “Abutment face side shall be gunited. Guniting shall be executed in two layers, 2 cm each.” Please confirm that the thickness of each shotcrete layer is 2 cm. Could you please clarify how can we reach 8 cm total thickness with 2 layers shotcrete.</p>	<p>Answer No 297: The technical description for this bridge states that torqueting is performed in two layers of 2 cm each. Please note that the contractor is responsible for preparation of the design for construction permit and execution (all according to the valid standards).</p>
<p>Question No 298: The informations under the heading 10.2 Annex B are missing, which are on pages 113-114 and 115. We kindly ask you to share the relevant pages again.</p>	<p>Answer No 298: The relevant pages will be submitted in due time.</p>
<p>Question No 299: According to “List of Content” document, “6.UNDERPASS IN PIROT km 74+266.83” is listed under technical specifications. However, this file is not included in the shared documents under Volume 3 – Technical Specifications. We kindly ask you to share the “6.UNDERPASS IN PIROT km 74+266.83” document.</p>	<p>Answer No 299: The technical specifications for the positions related to the construction of the respective underpass in Pirot are identical to the previously given technical specifications within the project of reconstruction of the civil engineering infrastructure of the railway line Prosek – Dimitrovgrad. All in line with the valid standards irrespectively of the standards used for the available technical documents.</p>

<p>Question No 300: It is stated as “a signed pre-contract agreement to carry out the Design if Candidate is successful must be included in the Tender Submission”. Please clarify if the pre-contract agreement should be provided during tender submission or the pre-contract agreement should be provided by the successful Tenderer.</p>	<p>Answer No 300: Pre-contract agreement has to be included in the Tender Submission.</p>
<p>Question No 301: The bidder kindly asks for confirmation on exchange rate that needs to be used for conversions in the financial statement. Since the bidder has ongoing works at several different countries of which contract currency is the local currency of the country project is located, it is kindly requested to confirm that for Eur/Local currency announced on 28 days prior to the bid submission date by the central bank of the related country the project is located can be used. Please kindly confirm.</p>	<p>Answer No 301: Please see answer to question no. 133.</p>
<p>Question No 302: The bidder kindly asks for confirmation on exchange rate that needs to be used for conversions in the financial statement. For the financial figures of previous years’ average currency of the related year announced by European Central Bank can be used. Please kindly confirm.</p>	<p>Answer No 302: Please see answer to question no. 133.</p>
<p>Question No 303: It is stated as “The purpose of the evaluation process is to identify the tenderer which for the lowest cost is most likely to enable the Contracting Authority to achieve its objectives of having a facility that is completed on time, meets the published criteria and is within the budget available.” Please provide the available budget of this project.</p>	<p>Answer No 303: Such information cannot be disclosed.</p>
<p>Question No 304: As per Appendix to Tender GCC 14.5, “Plant, Equipment listed in Volume 1, 4.6.9(c)” will be included in the relevant Plant and Materials for payment when delivered to the Site. But Volume 1, 4.6.9(c) is related to “INFORMATION OF THE TRAINING PROGRAM AND OPERATIONAL MANUALS”. Please kindly provide the Plant, Equipment list which will be considered for payment when delivered to the Site.</p>	<p>Answer No 304: Please see CORRIGENDUM No. 1 to the TENDER DOSSIER published on SRI website on 13th December 2021.</p>
<p>Question No 305: As per ITT "The Tenderer must take into account that railway has to be operational full time during Works. The Employer shall organize traffic in the manner that Contractor will get access for 36 hours without traffic followed with 36 hours with traffic."</p>	<p>Answer No 305: Please see answer to question no. 116.</p>

<p>On the other hand according to Particular Conditions "The Contractor acknowledges that railway has to be operational full time during Works. The Employer shall organize traffic in the manner that Contractor will get access for 36 hours without traffic followed with 36 hours with traffic for 6 days per week. Last 24 hours is reserved for traffic."</p> <p>There is a discrepancy between ITT and Particular Condition about traffic conditions. Please clarify which statement is valid for the contract.</p>	
<p>Question No 306: According to General Condition FIDIC Yellow Book Clause 1.5 "The documents forming the Contract are to be taken as mutually explanatory of one another. For the purposes of interpretation, the priority of the documents shall be in accordance with the following sequence: (a) the Contract Agreement (if any), (b) the Letter of Acceptance, (c) the Letter of Tender, (d) the Particular Conditions, (e) these General Conditions, (f) the Employer's Requirements, (g) the Schedules, and (h) the Contractor's Proposal and any other documents forming part of the Contract. If an ambiguity or discrepancy is found in the documents, the Engineer shall issue any necessary clarification or instruction."</p> <p>As per Particular Conditions of Contract 1.5 "Replace the entire Sub-Clause 1.5 with: The documents forming the Contract are to be taken as mutually explanatory of one another. For the purpose of interpretation, the priority of the documents shall be as defined in the Contract Agreement. If an ambiguity or discrepancy is found in the documents, the Engineer shall issue any necessary clarification or instruction."</p> <p>On the other hand according to Form of Contract Agreement; "The following documents shall be deemed to form and be read and construed as part of this Contract, in the following order of precedence: (a) the Contract Agreement, (b) the Form of Tender for a Works Contract (c) the Appendix to Tender (d) the Particular Conditions, (e) the General Conditions, (f) the Schedule of Guarantees</p>	<p>Answer No 306: In accordance with order of precedence, the Contract Agreement has the highest priority.</p>

<p>(g) the Employer’s Requirements, (h) the Schedule of Prices (after arithmetical corrections), (i) the Drawings (drawings), (j) The Contractor’s Technical Proposal; and (k) Modifications No....to ...to the Tender Dossier and any other documents forming part of the Contract. The various documents making up the contract shall be deemed to be mutually explanatory; in cases of ambiguity or divergence, they shall prevail in the order in which they appear above. Addenda shall have the order of precedence of the document they are amending.” According to our understanding, The priority of the documents will be as indicated in Form of Contract Agreement. Please kindly confirm.</p>	
<p>Question No 307: According to ITT "The Tenderer must take into account that railway has to be operational full time during Works. The Employer shall organize traffic in the manner that Contractor will get access for 36 hours without traffic followed with 36 hours with traffic." Please clarify that the contractor will be able to work on site during the traffic operation period.</p>	<p>Answer No 307: Please see answer to point no. 116.</p>
<p>Question No 308: It is stated “have at least 15 years of professional experience in civil/electrical engineering on the railways” for key personnel requirement. Please confirm that railway includes all rail systems such as metro, tramway, LRT.</p>	<p>Answer No 308: No. Railway project only (e.g. metro, tramway, LRT are not acceptable).</p>
<p>Question No 309: It is stated “have at least 15 years of professional experience in civil/electrical engineering on the railways” and “possess a university degree in civil/electrical engineering or equivalent technical qualifications” for key personnel requirement. Please confirm that If the key personnel has the required equivalent technical qualifications such as mechanical engineering and has experience of 15 years, it is also acceptable as key personnel.</p>	<p>Answer No 309: No, Employer cannot accept any deviations of the stipulations of Instruction to Tenderers.</p>
<p>Question No 310: Referring to General Employer Requirements for Bridge at km 58+231.20 at page 42, It is stated “Considering the age of the bridge and the scope of works, this project envisages the complete replacement of the road construction and replacement of the pillars with new ones.” Please clarify whether the “complete replacement” stated below sentence covers the existing foundation of the bridge?</p>	<p>Answer No 310: The first sentence on page 42 is to be ignored (i.e. this one: “Considering the age of the bridge and the scope of works, this project envisages the complete replacement of the road construction and replacement of the pillars with new ones.)”</p>

<p>Question No 311: Referring to General Employer Requirements for Bridge at km 58+231.20 at page 42, could you please provide the geotechnical soil report which shall be used as the input data for the design of the new bridge construction?</p>	<p>Answer No 311: All the available documents are included in the tender. Please note that the contractor is responsible for preparation of the design for construction permit and execution (all in line with the valid standards).</p>
<p>Question No 312: Referring to General Employer Requirements for Bridge at km 58+231.20 at page 42, are we allowed to design the below stated “longitudinal girder” as post-tensioned or pre-tensioned concrete girders? “The pavement structure of the newly designed bridge consists of a reinforced concrete slab 35.0 cm thick, with a span 4.60 m. At the support point, the slab is reinforced to 50 cm. The slab shall rest on a longitudinal girder measuring b / d = 85/130 cm, with a support span of 11.20 m.”</p>	<p>Answer No 312: Subject to the organization and methodology of the contractor. Please note that the contractor is responsible for preparation of the design for construction permit and execution (all in line with the valid standards).</p>
<p>Question No 313: Referring to General Employer Requirements for bridges which design codes are we allowed to use apart from Serbian Codes in designing the bridges?</p>	<p>Answer No 313: All works must be in line with the valid standards and line category (including the TSI) irrespectively of the standards used in the available technical documentation.</p>
<p>Question No 314: Referring to General Employer Requirements for Bridge at km 93+634 at page 71, please clarify why the temporary structure is needed for the construction of new foundations and pillars stated in the below sentence? “New foundations and pillars should be made under the protection of the temporary structure and with the support.”</p>	<p>Answer No 314: Subject to the methodology and organization of the works. Please see also answer 116.</p>
<p>Question No 315: Referring to General Employer Requirements for Bridge at km 93+634, please clarify are we obligated to follow the construction sequence specified at page 71, if no can we arrange our construction sequence for Bridge at km 93+634 during the full closure of the railway?</p>	<p>Answer No 315: Please see answer 116.</p>
<p>Question No 316: Referring to General Employer Requirements for Pirot Underpass at km 74+267.58 at page 76, what do you mean by “Mathe Device” in the sentence below? “It is planned to provide "MATHE" devices at the places of connection with the tracks of the existing railway line.”</p>	<p>Answer No 316: MATHE devices are devices used to prevent longitudinal movement of rails.</p>
<p>Question No 317: During the site inspection visit, it was observed that some parts of the railway line run parallel to the river bed. Please provide the flood level of the river.</p>	<p>Answer No 317: All the available information is included in the tender documents. Please see also answer 182.</p>

<p>Question No 318: As per the addition of PCC 1.2 how will the Engineer be indemnified at the same time with the Employer as in all clauses with regards to indemnification of the Employer is totally applicable to the Employer except Clause 17.1? Can you clarify?</p>	<p>Answer No 318: Question is not clear.</p>
<p>Question No 319: Obtaining the necessary permissions, licences or approvals for construction and operation from the competent authorities are not in the control of the Contractor provided that the contractor has duly made its application in accordance with applicable laws with regards to such permissions, licenses and approvals. So in order to maintain the fairness can you remove the addition specified in PCC 2.2 ?</p>	<p>Answer No 319: Please see answer to question no 39 (REF. EIB-GtP_1_2021_3.3 - CLARIFICATIONS TO TENDERERS QUERIES REV001 01.12.2021).</p>
<p>Question No 320: Obtaining the necessary permissions, licences or approvals for construction and operation from the competent authorities are not in the control of the Contractor provided that the contractor has duly made its application in accordance with applicable laws with regards to such permissions, licenses and approvals. So in order to maintain the fairness can you remove the addition specified in PCC 8.5 ?</p>	<p>Answer No 320: Please see answer to question no 39 (REF. EIB-GtP_1_2021_3.3 - CLARIFICATIONS TO TENDERERS QUERIES REV001 01.12.2021).</p>
<p>Question No 321: The contractor shall meet all the applicable laws with regards to Covid-19 measures. However, the lockdowns and other similar limitations with regards to Covid-19 are not in the control of the Contractor and cannot be forecasted. Therefore, in order to maintain the fairness can you please remove PCC 6.14 ?</p>	<p>Answer No 321: No, alterations of the Conditions of the Contract are not allowed.</p>
<p>Question No 322: According to Technical Specification for Superstructure (on page 2/47) it stated as " The Tenderer shall be obliged to provide valid authorisation of the manufacturer of the offered rails.". According to our understanding, these documents should be submitted by the contractor instead of the tenderer. Please confirm.</p>	<p>Answer No 322: Please see the answer no. 258.</p>
<p>Question No 323: According to Technical Specification for Superstructure (on page 3/47) it stated as " The track fastening system proposed by the tenderer should be the one in regular use in the networks of different railway administrations. Documentation certifying that this requirement is fulfilled shall be included in the tender". According to our understanding, these documents should be submitted by the contractor instead of the tenderer. Please confirm.</p>	<p>Answer No 323: Please see the answer no. 258.</p>

<p>Question No 324: In the document 07_Overhead contact line General requirement in the 25kV arrester specification are some tests specified, which it seems to be as part of the FAT tests. Please clarify:</p> <ul style="list-style-type: none"> A) To 1. and 2.) this is a type test, not a standard FAT test? B) To 3. and 4.) Glowing test -> what is glowing test, we do not know such kind of arrester test, please clarify which test and give us please standard and test clause to check. C) 5.) „Remainder voltage test“. Please clarify which test and give us please standard and test clause to check. D) 6.) Is this the Repetitive charge test, i.e. the Qrs test acc. to Cl. 8.5 in the IEC 60099-4 ? but if yes, then the specifications 100 kAc and 150kAc are incorrect??? What should be tested, please specify IEWC standard test or detailed test parameters so we can check the FAT-test-feasibility, please. E) Please, consider to change this requested FAT tests for surge arresters and accept FAT program performed by standard IEC 60099-44. 	<p>Answer No 324:</p> <ul style="list-style-type: none"> A) please, for more information consult the standards as referred in the document B) It is mean Glow Wire Test C) It is mean Residual Voltage Test: D) please, for more information consult the standards as referred in the document E) please, for more information consult the standards as referred in the document Standard IEC 60099-44 is acceptable
<p>Question No 325: Point 8. Explanations concerning tender documents I would like to please you for some clarifications:</p> <ul style="list-style-type: none"> a) Do IZS have conditions for connection (uslove za priključenje) of TSS Bela Palanka and TSS Sukovo to OHL 110kV, from EMS. If you have, can you please send it to us. b) Is it building of 110kV OHL for connection of new TSS Bela Palanka and Sukovo,scope of this project. 	<p>Answer No 325: Please, refer to book 4/2 of project documentation</p> <ul style="list-style-type: none"> a) The conditions for connections are yet to be provided by EMS. b) Yes, it is. <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 326: In document 4 Detailed design for electrical facilities and installations 4/1.0 Overhead contact line – general solutions and requirements In section 5 5 ELECTRICAL INSTALLATION DESIGN OF FACILITIES DESCRIPTION 5.2 Connection of facilities for SS and TC devices In Part 3,4,5,6,8 You mention for all stations power cables up to IMO-1 but we but we have no length of cables .</p>	<p>Answer No 326: The question is unclear. Four different volumes are mentioned. Connection of facilities for SS and TC devices to the network is a subject of the volume 4/3 ,not the volume 4/1, New STS 10/0,4 kV is not a part of this project. Only the price of equipment and preparation of project documentation is mentioned here.</p>

<p>In Part 7 You mention New STS 10/0,4 kV , do you have design for that, or same excel file in in which we can offer that position or some explanation were we write this.</p>	
<p>Question No 327: a) 5.3 Electrical installations in Facilities for SS and TC devices Power supply 5.3 Electrical installations in Facilities for SS and TC devices 16-SRB-TRA-01 The main power source is the public distribution network, while the diesel-electric generator is a backup power source for critical consumers. The diesel-electric unit (DEA) is intended as a container for outdoor installation, with a power of 65kVA/52kW in stand-by mode, or 60kVA/48kW in prime mode. Do you mean that in all station we must predict DEA, and also where we can enter prices. b) 5.5 Electrical installations of the SSET and EDF maintenance facility Power supply The same question do you have a project and where to enroll prices.</p>	<p>Answer No 327: a) This is not part of this tender. b) This is not part of this tender.</p>
<p>Question No 328: point 8. Explanations concerning tender documents I would like to please you for some clarifications: • In the document 07_Overhead contact line General requirement there are some disagreements about UPS characteristics. Page 84. - The project also envisages the installation of uninterruptible power supply for telecommunication devices from the UPS system with an autonomy of 1h. Upon loss of power from the public distribution network, it automatically switches to backup power from the DEA. Page 87. - The project also envisages the installation of uninterruptible power supply for telecommunication devices from the 2x5kVA UPS system with an autonomy of 1h. Upon loss of power from the public distribution network, it automatically switches to backup power from the DEA. Page 89. -Telecommunication equipment that requires uninterruptible power supply is powered by a 7kVA UPS system, which has an operating autonomy of 8h. Please, clarify. Is it requested 2x5kVA UPS system with an autonomy of 1h or is it 7kVA UPS system, which has an operating autonomy of 8h.</p>	<p>Answer No 328: This is : Page 87. - The project also envisages the installation of uninterruptible power supply for telecommunication devices from the 2x5kVA UPS system with an autonomy of 1h minimum. Upon loss of power from the public distribution network, it automatically switches to backup power from the DEA. See rules of telecommunication devices. The response above applies to query on page 84 and page 89.</p>
<p>Question No 329: Should the Tenderers proposal include the equipment and works for temporary traffic operation in</p>	<p>Answer No 329: No, it is not included in the scope of the works. Only a temporary radio network has to be installed.</p>

<p>accordance with conceptual Design of CIP, book 5/2 Design of signal installations No.2016-746/2-5/2 and No. 2016-746/3-5/2?</p>	
<p>Question No 330: In Volume 1 Section 1 is indicated that The tender must include all the information required in 12 above for each member of the joint venture/consortium, and for subcontractors and suppliers above 10% of the actual tender price and detailed data for execution of works by the tenderer. Concerning that part of required documents can be prepared for Consortium/JV (Quality assurance system, Details of accommodation, EMO, HSS, Cash flow...), could You indicate which documents are necessary to be submitted by each member of consortium/JV?</p>	<p>Answer No 330: Question is not clear. Please note that Article 12 specifies which documentation is prepared by candidate (either sole contractor or JV/Consortium) and which documentation must be prepared by each participant (either sole member or all members of JV/Consortium).</p>
<p>Question No 331: After the organized site visit by our representatives, and review of the tender documentation, it is clear that there is a great deal of details, especially in technology of works in limited railway closures, which can drastically influence the offered price. In order to present real prices for works, and avoid any later dilemmas or misunderstandings during civil works phase, we request for an extension of deadline for offer submission as much as possible.</p>	<p>Answer No 331: Please see CORRIGENDUM No. 1 to the TENDER DOSSIER published on SRI website on 13th December 2021.</p>
<p>Question No 332: Volume 1-Instructions to Tenderers ,Technical and professional capacity of candidate: Professional Capacity As contractor, must have completed within the eight years prior to date for submission of tenders using Design-Build type contracts (FIDIC Yellow Book or similar) or reimbursable unit rate (FIDIC Red Book or similar), at least : 1. two (2) Reconstruction /Construction Works contracts on the public railway line (metro and light rail are excluded) each of a minimal length of 30km the scope of which included at least the permanent way (railway) and electrification sub-systems. 2. One (1) Reconstruction/Construction Works contracts for Railway Traction Sub-Station 110/25 kV or higher. It can be proved as either a separate contact or as part of the two contracts mentioned in Item 1 above. If a bidder /consortium member having the Project larger then the Point 1 and out of that more than 30Km has been completed and Operational, same shall be considered for meeting the Qualification Criteria. Please confirm.</p>	<p>Answer No 332: Question is not clear. Please note that requirement is “1. two (2) Reconstruction/Construction Works contracts on the public railway line (metro and light rail are excluded) each of a minimal length of 30km the scope of which included at least the permanent way (railway) and electrification sub-systems”. Please also note that the minimal length refers to the line length irrespectively of the number of the tracks along the line.</p>

<p>Question No 333: Volume 1-Instructions to Tenderers 15. TENDER GUARANTEE 15.2. It may be provided in the form of a bank guarantee, a banker's draft, a certified cheque, a guarantee provided by an insurance and/or guarantee company or an irrevocable letter of credit made out to the Contracting Authority. Please clarify, the Bank Guarantee, issued by any Bank from other country should need to be counter Guarantee by any bank located at Serbia.</p>	<p>Answer No 333: Guarantee has to be in the prescribed form and with all the elements as stipulated in the Tender documentation.</p>
<p>Question No 334: We are preparing our bid , However for the Quotation and preparing the Competitive Bid , we request you to extend the date of Deadline for submission of tenders by 4 weeks.</p>	<p>Answer No 334: Please see CORRIGENDUM No. 1 to the TENDER DOSSIER published on SRI website on 13th December 2021.</p>
<p>Question No 335: Namely, due to the current situation in the country and the world, caused by the COVID 19 pandemic, we are facing problems with timely collection of bids and technical documentation, as well reduced number of employees due to sending workers to isolation and sick leave. Considering the above limitation, we hereby request to extend the tender submission for competitive participation thus reducing overall project cost and delivery of best and latest available practice.</p>	<p>Answer No 335: Please see CORRIGENDUM No. 1 to the TENDER DOSSIER published on SRI website on 13th December 2021.</p>
<p>Question No 336: In Volume 3 of the Tender Documents [Employer's Requirements] it is envisaged that the existing steel BRIDGE at km 58+231 over Vranešnica stream shall be replaced with a reinforced concrete one, in order to switch to a closed type of pavement. Although, this bridge is not included in Volume IV, FINANCIAL OFFER TEMPLATES, LUMP SUM CONTRACT [018_1_13_CIFLIK-STANICENJE.xlsx]. Following this, is the BRIDGE at km 58+231 planned for reconstruction or not and if it is planned, could you kindly provide relevant bill of quantities to the Tenderers?</p>	<p>Answer No 336: Please see answer to question no. 123.</p>
<p>Question No 337: We would like to take this opportunity to express our concerns that until today – November 30th, 2021 (deadline for submission of questions by the Tenderers) we have not received a single reply of the Contracting Authority under the provisions of Tender Documents, Volume I, ITT 8 [Explanations concerning tender documents]. Having in mind the complexity of the Project and that it could be expected that there is a significant amount</p>	<p>Answer No 337: Please see CORRIGENDUM No. 1 to the TENDER DOSSIER published on SRI website on 13th December 2021.</p>

<p>of already requested explanations concerning tender documents, which may also lead to necessity of modifications to tender documents, subject to ITT 9, we would like to hereby kindly request the Contracting Authority to examine the possibility of extending the deadline for submission of tenders, pursuant to the provisions of ITT 18, by at least 30 calendar days, in order to give tenderers sufficient time to take such explanations and modifications into account, when preparing their tenders.</p>	
<p>Question No 338: Could you provide the Microsoft Word version of tables in Volume I Section 2 and Section 3 to us?</p>	<p>Answer No 338: No, it is not possible to provide documentation in open format. However, files are not protected.</p>
<p>Question No 339: According to FORM 4.4 FINANCIAL STATEMENT, the bidding requirement is to fill in Euros, however, our original data is written in U.S. dollars and RMB, from which exchange to convert them to Euros?</p>	<p>Answer No 339: Question is not clear. Amounts are to be entered in Euro or NC. Data inserted in the forms should be from tenderer's financial reports. Exchange rate that will be used shall be Exchange rate (InforEuro): https://ec.europa.eu/info/funding-tenders/procedures-guidelines-tenders/information-contractors-and-beneficiaries/exchange-rate-infoeuro_en</p>
<p>Question No 340: There are two inconsistencies in the total duration of work, one is from 2022 to 2024 = 24 months, the other is 1276 days= 42 months (in VI-S2), please clarify the time of commencement and completion.</p>	<p>Answer No 340: It is unclear to which document the duration from 2022 to 2024 refers. Please note that the time for completion is 1,276 days as set in the Annex 4, Appendix to Tender (VI-S2, Sub-clause 1.1.3.3)</p>
<p>Question No 341: There are two different versions of railway full closure period, which one should we follow? 6-VI-S4-4 .6. 3. 2 or V2-S2_2./2.1 Right of Access to the Site.</p>	<p>Answer No 341: Please see the answer to Question 116.</p>
<p>Question No 342: Please explain how to fill the following two tables: - Volume 1, section 4, form 4.6.9c - Volume 1, section 4, form 4.6.10</p>	<p>Answer No 342: Question is not clear. Tenderer shall provide required documentation.</p>
<p>Question No 343: The plane graph of station PIROT and SUKOVO are not found in the tender document, please provide them to us.</p>	<p>Answer No 343: The question is unclear. Station layouts are included in Vol 5.</p>
<p>Question No 344: Is it permitted to install prefabricated parts in culvert.</p>	<p>Answer No 344: Subject to the methodology and organisation of the works. The contractor is responsible for preparation of the design for construction permit and execution (all in line with the valid standards)</p>

<p>Question No 345: Please designate the depository of demolished ballast and rail from existing line.</p>	<p>Answer No 345: Please see Sec 8.3 of Volume 3.1.</p>
<p>Question No 346: Please clarify the format requirement of the Biding Technical Document(Technical plan preparation).</p>	<p>Answer No 346: Tenderers are free to use any form as long as all required information are provided in line with Article 17.1 of Instruction to Tenderers and hard copies submitted in readable scale.</p>
<p>Question No 347: Could you provide the concept drawing/preliminary design drawing in English?</p>	<p>Answer No 347: All available documentation was provided in the Tender dossier.</p>
<p>Question No 348: The corresponding measures and quantities when dismantling and rebuilding 6 bridges are not included in the bidding documents. In order to ensure normal operation during construction, further clarification and supplement are needed.</p>	<p>Answer No 348: The question is not clear. This contract covers the reconstruction of 5 bridges.</p>
<p>Question No 349: According to the site inspection, 6 bridges need to be demolished and reconstructed (two in Part I and four in Part II). The design documents and the wooden sleepers and fasteners of the bridge section in the BOQ are mainly aimed at the bridges which have been rebuilt, and the quantity of sleepers and fasteners in the 6 bridge sections has not been considered. further clarification and supplement are needed.</p>	<p>Answer No 349: The question is not clear. But please note that new bridges shall be of concrete with ballast track and accordingly concrete sleepers shall be used. Please note that all the quantities are only indicative and for information.</p>
<p>Question No 350: The structure layer of subgrade needs to be clarified by the employer. The thickness requirements of the replacement material in the preliminary design document"2/2-1.1 RAILWAY ROUTE AND STATION DONJI STROJ PROJECT-TEXT DOCUMENTATION at Km 64 + 152-Km 96 + 700 section is inconsistent with the cross-section. (type I, II,III and IV).</p>	<p>Answer No 350: Please see Section 5.3.6 of the General Employer's Requirements (Volume 3.1). Please note that the Contractor is responsible for preparation of the design for construction permit and execution as well as that the quantities are only indicative and for information.</p>
<p>Question No 351: There are no filling requirements for replacement materials in the design documents, but in accordance with the requirements of the Serbian "Technical Requirements and Maintenance of Infrastructures Under the Railway Line", there are specific requirements for the bearing capacity of the subgrade and the cutting base. The bearing capacity and filler type of the bottom soil layer of the replacement layer of this alignment may not meet the requirements of the specification, and further clarification is needed .</p>	<p>Answer No 351: Please see Sections 5.1.5 and 5.2.6 of Volume 3.1. Please note that according to the contract conditions the Contractor is responsible for preparation of the design for construction permit and execution as well as for ensuring that all the works are done according to the valid standards.</p>
<p>Question No 352: In order to ensure the passage of maintenance personnel and traffic avoidance requirements during</p>	<p>Answer No 352: Subject to the design for construction permit and execution of the Contractor.</p>

<p>the railway operation and maintenance period, it is recommended to add a cover plate to the rectangular ditch in difficult areas (that is, the half-width of the subgrade is less than 3.3m).</p>	
<p>Question No 353: After verification, the Km74+267.58 mileage in the culvert drawing in the employer's documents is at the same location as the site mileage described in the underground passage drawing, and the culvert drawing describes a 1-4.0m rigid frame bridge, and the underground passage drawing describes a 1-15.0m rigid frame bridge, which needs to be clarified by the employer.</p>	<p>Answer No 353: At the chainage of km74 + 267.58, a new underpass is planned for the passage of road vehicles, ignoring the culverts at the same station.</p>
<p>Question No 354: There are bridge drawings at Km58+231, but the quantity of bridges is not found in the BOQ, which needs to be clarified and added by the employer.</p>	<p>Answer No 354: Please see answer to question no. 123.</p>
<p>Question No 355: It is necessary to further provide the specific usage principles of different type of turnout and relevant information on the usage description of each strand of the station, so as to verify the quantity of related projects.</p>	<p>Answer No 355: Question is not clear. The relevant drawings are included in the tender documents.</p>
<p>Question No 356: The quantity of Stop is not seen in the BOQ. Which needs to be added by the employer.</p>	<p>Answer No 356: The question is not clear.</p>
<p>Question No 357: In the renovation of existin stations, only damaged tiles were replaced on the roofs of some stations. The number of damaged tiles cannot be estimated, and there will be new losses during the replacement process. It is recommended that all roof tiles be replaced with new ones.</p>	<p>Answer No 357: Please see the answer no. 245. Please note that the quantities are only indicative and for information as well as that the Contractor is responsible for preparation of the design for construction permit and execution ensuring the functionality of the scope of the works and its compliance with the valid standards.</p>
<p>Question No 358: The renovated houses of the 5 stations along the line are relatively old, and the employer needs to clarify whether the renovation of the station buildings requires structural reinforcement.</p>	<p>Answer No 358: Please see the answers no. 245 and 357.</p>
<p>Question No 359: There are no drawings related to the auxiliary buildings such as electricity, communication, and signals in the preliminary design document, which cannot meet the requirements of railway operation. The employer needs to clarify whether this part of the project will be tendered separately.</p>	<p>Answer No 359: Basically, auxiliary buildings are not part of this tender;. Please note that the contractor is responsible for preparation of the design for construction permit and execution.</p>
<p>Question No 360: The sound barrier installation drawings were not found in the received documents. It is necessary to verify</p>	<p>Answer No 360: Please see the answer no. 183.</p>

<p>whether there are such drawings and documents in order to further verify the quantities in the BOQ.</p>	
<p>Question No 361: The bidding documents did not provide content such as air-conditioning and ventilation, and there are no related quantities in the BOQ. In the bidding documents, the employer only mentions that variable frequency split air- conditioners need to be installed in the containers where the constructors live and work. It is necessary to verify whether the station building and the weak electrical machine room are considered to be equipped with corresponding ventilation and air-conditioning equipment. In addition, please add an analysis of the availability of existing equipment during the reconstruction of the station building.</p>	<p>Answer No 361: Please see the answers no. 245 and 357. Please note that the quantities are only indicative and for information. Air-conditioning equipment for the station building and the weak electrical machine room are not part of this tender.</p>
<p>Question No 362: Since there are no relevant engineering content of the vehicle facilities and equipment in the tender documents and BOQ for this railway repair and renovation project, it is recommended that the employer further clarify whether this section of the railway is equipped with a railway vehicle operation safety monitoring system such as hot wheel detector (HWD), hot box detector (HBD), dragging equipment detector (DED), wheel impact load detectors (WILD), and whether railway vehicle operation safety monitoring system is included in the scope of this tender.</p>	<p>Answer No 362: HWD, HBD, DED and WILD are not part of the scope of works.</p>
<p>Question No 363: Because the tender documents and BOQ for this railway repair and renovation project do not include infrastructure maintenance projects and cargo yard loading and unloading machinery, it is recommended that the employer further clarify whether the railway infrastructure maintenance projects and cargo yard loading and unloading machinery are included in the scope of this tender.</p>	<p>Answer No 363: No.</p>
<p>Question No 364: There are no main wiring drawings and traction station layout drawings in TPS, SP and SPN. It is recommended that the employer supplement relevant drawings to verify the bill of quantity.</p>	<p>Answer No 364: Refer to book 4/2 of design documentation. Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/ .</p>
<p>Question No 365: Whether the external power supply line from the local substation to the traction substation is implemented by the power company.</p>	<p>Answer No 365: According to document:Правилник о техничким условима и одржавању железничке</p>

	<p>телекомуникационе мреже („Службени гласник РС“ број 68/21 од 7. јула 2021. године) The external power supply line from the substation to the traction substation should be implemented by the power company and it is scope of other project. Instead, in agreement with the IZS, you could use power supply from ACU battery with a certain period of working autonomy, 5h</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 366: In the OCS bidding documents and design documents, the equivalent cross-section of the OCS and messenger wire is 150mm² and 65mm² respectively, and no clear requirements are given for the contact line. Analyzed from relevant documents, the contact line should be a copper alloy with a cross-section of 100mm². Whether it is true or not needs to be clarified by the employer.</p>	<p>Answer No 366: Contact line conductor made from cold-drawn copper, type AC100(please see Volume 3, 03_Eletrification,” General technical solutions for the OCL” 4/1.1 Overhead contact line – open line</p>
<p>Question No 367: The selection of the OCS arm and the insulator material shall be specified by the employer.</p>	<p>Answer No 367: cantilever insulator – Composite construction of fibre-glass rod, covered by Teflon and elastic silicone, according to the standards EN 50151 and EN 50124 anchoring insulator – Composite construction of fibre-glass rod, covered by Teflon and elastic silicone, according to the standards EN 50151 and EN 50124 sectioning insulator – Teflon covered insulated fibre-glass rod</p> <p>Please note that all materials and plants (equipment) are subject to the approval of the Engineer and Employer as well as that they must in compliance with the valid standards for the concerned works.</p>
<p>Question No 368: There are descriptions of the power supply of the communication signal houses and equipment (TS and SS) in the technical clauses of the bidding documents, but this part of the content is not included in the bill of quantities.</p>	<p>Answer No 368: Refer to book 4/3.</p> <p>Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>

<p>Question No 369: There are descriptions of SSET and EDF power supply in the technical clauses of the bidding documents, but this part of the content is not included in the bill of quantities.</p>	<p>Answer No 369: Refer to book 4/3. Please see CORRIGENDUM No. 2 to the tender dossier published on SRI website on 20th December 2021. All associated files can be found by following the link CORRIGENDUM No. 2 – associated files 20.12.2021 that can be found on https://infrazs.rs/medjunarodne-nabavke/.</p>
<p>Question No 370: According to the tender dossier Volume 3,3.1 GENERAL EMLOY.REQUIR. Sicevo (Prosek)- Dimitrovgrad_final, 3.2, 5.1.7, 5.2.9, the reconstruction of all 42 level crossing are completed. Is it correct to comprehend that we only need to install the traffic signal and related equipment ?</p>	<p>Answer No 370: Your understanding is incorrect. Please see GENERAL EMLOY.REQUIR. Sicevo (Prosek)- Dimitrovgrad which includes construction and Installation of appropriate traffic signs and road equipment on all existing level crossings. Please refer to Volume 3 and Volume 5 for technical details and designs,Please note that the signalling and telecommunication will be part of the separate contract.</p>
<p>Question No 371: Whether the expressions of the engineering quantity 14+239.17 -64+152.29 and km 64+152,29 - km 96+692,59 summary in BoQ list 1.2.15 and 1.2.16 are correct?</p>	<p>Answer No 371: Please note that the quantities are only indicative and for information.</p>
<p>Question No 372: The engineering quantity between blueprint and BoQ list are inconsistent, whether the increase of engineering quantity can be considered in the list of quotation?</p>	<p>Answer No 372: Please note that the quantities are only indicative and for information. Please consider also Section 4.A of Vol 4.</p>
<p>Question No 373: Whether the milage and format mistake in BoQ list can be modified?</p>	<p>Answer No 373: Please see answer to question no. 372.</p>
<p>Question No 374: Whether subsidiaries of two independent legal entities under same parent company can participate in the bidding separately?</p>	<p>Answer No 374: Please see answer to question no 4 (REF. EIB-GtP_1_2021_3.3 - CLARIFICATIONS TO TENDERERS QUERIES REV001 01.12.2021).</p>
<p>Question No 375: When submitting the bids, whether it is necessary to include design subcontracting information and cooperation agreements?</p>	<p>Answer No 375: The question is not clear. Regarding participation of subcontractors please see requirements of Article 3, 4 and 12 of Instruction to Tenderers.</p>
<p>Question No 376: Whether the employer responsible for the land acquisition of 2 traction substations and 4 sectioning facilities?</p>	<p>Answer No 376: All named facilities are located on the land owned by SRI.</p>
<p>Question No 377: Is the employer responsible for the access to the municipal power supply in the substation?</p>	<p>Answer No 377: The question is not clear. Please clarify your query further.</p>

<p>Question No 378: Are the cost of dynamic monitoring and locomotive monitoring of electoral parts complete acceptance being bear by the employer?</p>	<p>Answer No 378: Question is unclear. However, please note that the Contractor is responsible for all activities and costs related to tests on completion.</p>
<p>Question No 379: Volume 1, Section 1: ITT_Page 10, paragraph 3 Is the confirmation from the bank on clients account balance (presented in EUR) an adequate proof for the fulfillment of the prior condition?</p>	<p>Answer No 379: Question is not clear. For economic and financial capacity of candidate, please see the chapter on the referred page.</p>
<p>Question No 380: Volume 1, Section 1: ITT_Page 13 Is it acceptable for the investor that tender guarantee be issued by two or more consortium members with a remark that the sum of all individual guarantees would be EUR 1,500,000.00 with all required elements listed within the tender documentation (01-Volume1-Instructions to Tenders, paragraph 15)?</p>	<p>Answer No 380: Please see answer to question no 7 (REF. EIB-GtP_1_2021_3.3 - CLARIFICATIONS TO TENDERERS QUERIES REV001 01.12.2021).</p>
<p>Question No 381: Volume 2, Section 2: Particular conditions, page 17, Contract price and payment. Is it acceptable for the investor to accept each Consortium member individually issues interim and final payment certificates for the value of works executed by such member?</p>	<p>Answer No 381: No. Only documentation issued in accordance with stipulations of Clause 14 can be accepted.</p>
<p>Question No 382: Please clarify the design specification for structures. Is Eurocode an applicable standard in the Project design?</p>	<p>Answer No 382: All the works must be in line with the valid standards irrespectively of the standards used in the available documentation.</p>

The following tables / diagrams have been received as part of the numbered questions and have been added below for completeness.

Question No 125:

2.1.1	Procurement of rails The item includes procurement and delivery to the construction site of rails type 49E1 and type 60E1, quality 260 according to EN13674-1 length L = 75m				
	type 49E1	t	53.28	Lump Sum	
	type 60E1	t	241.48	Lump Sum	

Photo 1

- Rail profile 49 E1 (previously DIN S49)
- steel grade: 260 (previously 900A) according to p. 7 CEN; chemical composition according to p.10.1.2. CEN
- Profile class: Y (p.10.2.1. CEN).
- Straightness class: B (p.10.2.2. CEN).
- Rails shall be without holes.

Minimum rail length shall be 22.50 m, and maximum can be 120 m (continuously cast).

Photo 2

PROCUREMENT OF THE RAILS TYPE 60E1

Procurement, quality check and delivery of rails type 60E1 shall be fully according to **SRPS EN 13674-1:2010**, Part 1: Vignol rails of 46 kg/m and more, quality R260 and Leaflet UIC 860 on technical conditions for delivery of rails. Both criteria shall be met.

General requirements for rails

Minimum length of rails shall be 60 m.

The Tenderer shall be obliged to provide valid authorisation of the manufacturer of the offered rails.

Rail profile	Profile 60E1
- Marking of rails	According to SRPS EN 13674 -1:2010
- Quality of rails	R260
- Method of manufacture	Unbroken, continuously rolled rail
- Position of holes	Rails shall be without holes
- Testing and control	SRPS EN 13674-1 (control of length and elements of rail profile, weight, ultrasound, chemical composition, tensioning, pressure, bending, breakage, straightness...)

Photo 3

Question No 148:

FORM	LEAD PARTNER	OTHER Members of JV
FORM 4.1	YES	YES
FORM 4.2	CLAR?	CLAR?
FORM 4.3	YES	YES
FORM 4.4	YES	YES
FORM 4.5	YES	YES
FORM 4.6	-	-
FORM 4.6.1.1	YES	YES
FORM 4.6.1.2	YES	CLAR?
FORM 4.6.1.3	CLAR?	CLAR?
FORM 4.6.2	CLAR?	CLAR?
FORM 4.6.3	YES	NO
FORM 4.6.4	CLAR?	CLAR?
FORM 4.6.5	YES	YES
FORM 4.6.6	YES	YES
FORM 4.6.7	YES	NO
FORM 4.6.8	YES	NO
FORM 4.6.9	YES	NO
FORM 4.6.10	YES	NO
FORM 4.6.11	YES	NO

Question No 201:

BRIDGES			TUNNELS			
<i>Section: Sićevo (Prosek) - Staničenje (km 14+239 do km 64+152)</i>						
No.	CHAINAGE (km)	LENGTH (m)	No.	TUNNEL No.	CHAINAGE Of tunnel entrance (km)	LENGTH (m)
1	23+504.65	62.00	1	Tunnel No.1	25+986.33	60.69
2	30+980.00	17.18	2	Tunnel No.2	27+053.92	185.12
3	35+644.48	21.25	3	Tunnel No.3	27+539.31	42.07
4	44+382.56	17.76	4	Tunnel No.4	28+310.21	162.12
5	56+420.75	61.20	5	Tunnel No 5	28+965.16	250.08
6	58+231.20	11.20				
7	59+151.93	20.70				
BRIDGES			TUNNELS			
<i>Section: Staničenje - Dimitrovgrad (km 64+152 do km 96.70)</i>						
No	CHAINAGE (km)	LENGTH (m)	No.	TUNNEL No.	CHAINAGE Of tunnel entrance (km)	LENGTH (m)
1	64+187.21	52.00	1	Tunnel No 6	65+988.24	180.1
2	65+858.28	41.80				
3	66+223.59	55.90				
4	67+285.31	7.20				
5	69+006.14	7.20				
6	73+515.34	20.70				
7	75+471.27	51.80				
8	88+045.65	7.20				
9	88+181.89	31.53				
10	96+434.42	31.40				

Question No 250:

No. zones	Railway line chainage		Position in relation to the railway line	Length
	start	start		
	[km]	[km]		[m]
1	14+821	15+247	right	426
2	16+115	16+416	right	301
3	29+905	30+232	right	327
4	30+743	31+532	left	789
5	30+990	31+620	right	630
6	35+926	36+346	left	420
7	43+804	44+659	right	855
8	44+693	45+145	left	452
9	45+289	45+890	right	601
10	52+856	53+404	left	548
11	71+099	72+422	left	1.323
12	72+206	72+704	right	498
13	73+383	73+504	left	121
14	73+544	74+000	right	456
15	74+233	74+743	left	510
16	74+234	75+587	right	1.353
17	86+230	86+528	left	298
18	86+307	86+528	right	221
19	92+755	93+047	right	292
20	93+992	96+692	left	2.700
21	94+607	94+793	right	186
Total:				13.307

End of revision 002 – total of 62 pages including this one.