

**CLARIFICATIONS TO TENDERERS QUERIES**

**“Reconstruction and Modernization of Railway line “Niš-Dimitrovgrad – Section Prosek (Sićevo) - Dimitrovgrad”, Republic of Serbia**

**TABLE OF CLARIFICATIONS**

<p><b>Question No 383:</b></p> <p>With reference to <b>CLARIFICATIONS TO TENDERERS QUERIES – rev002 20.12.2021, Question No 332:</b></p> <p>We again try to clarify the Queries by Example....<b>If a bidder is a working contractor for a project of 80 Track Km and out of 80 km, bidder has completed 32km Length, which is commissioned and hand over to the Client for the Operation the completed portion of this project ,shall be considered to meet the Technical Qualification Criteria.</b></p>	<p><b>Answer No 383:</b></p> <p>Please see Article 12.2 of ITT where is stated: 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:</p> <ol style="list-style-type: none"> <li>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....</li> </ol> <p>“Completed” Works Contracts will be taken to mean that the Candidate has in his possession, (and this must be verified by copies signed and stamped by the Candidate as being authentic), Taking Over Certificates (Provisional Acceptance Certificates), Performance Certificates (Final Acceptance Certificates or equivalent Certificates), for a single Works contract showing work certified. signed by the Supervisors /Contracting Authority/Employer/the Engineer, or equivalent, of the projects submitted for evaluation and included in Volume 1, Section 4.6.4.</p>
<p><b>Question No 384:</b></p> <p>With reference to <b>CLARIFICATIONS TO TENDERERS QUERIES – rev002 20.12.2021, Question No 333:</b></p> <p>We understand that “Guarantee has to be in the prescribed form and with all the elements as stipulated in the Tender documentation.” Please clarify that any bank Guarantee issued by a bank operating out of Serbia has be acceptable to you. <b>OR</b> it has to be counter Guaranteed by a Serbian bank.</p>	<p><b>Answer No 384:</b></p> <p>Please see Article 15. of ITT where is stated: The tenderer must provide, as a part of its tender, a tender guarantee in the form set out in Volume 1, Section 3 of the tender dossier, or in another form acceptable to the Contracting Authority that meets the essential requirements set out therein. The tender guarantee must be for an amount of EUR 1,500,000. The original guarantee must be included in the original tender.”</p> <p>Therefore, it is not required to be issued exclusively by a bank operating in Serbia.</p>

**Question No 385:**

We refer to the various Answers which have been recently published on the dedicated web page and specifically to Question/ Answer No.116 In this respect we are kindly asking a confirmation about the effective full closing of the line from 1<sup>st</sup> April 2023 till 1<sup>st</sup> August 2023:

c) Sentences 4: **"The Employer shall arrange full closure of the railway in the period from 1<sup>st</sup> 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.

The Answer to the question is that the full closure will be even shorter, until 1<sup>st</sup> July 2023 and not until 1<sup>st</sup> August.

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).

In addition, we would like to refer to the previous Answers 64 and 107:

<b>Question No 64:</b> Shall the complete line obstruction last for 3 or 4 months?	certain section. <b>Answer No 64:</b> 100 days.
<b>Question No 107:</b> Is the period for a total line obstruction of 100 days fixed or could it be changed?	<b>Answer No 107:</b> The closure period could be subject to revision if its considered beneficial for the execution of the works. The period cannot be extended.

Please confirm which are the correct dates, 1<sup>st</sup> July 2023, or 1<sup>st</sup> August 2023, in special considering the tight and demanding schedule available (even considering 1<sup>st</sup> August 2023).

**Answer No 385:**

Please see Corrigendum no. 1 to the Tender dossier.

**Question No 386:**

Please confirm if a nominated specialized subcontractor can participate in more than one tender and therefore be chosen and indicated by more than a single bidder (i.e. JV or consortia).

**Answer No 386:**

Please see Article 4 of ITT: "The same company may only participate as subcontractor in different tenders if that is justified by the specific nature of the market and cleared by the Contracting Authority."

Since tenderer did not provide any further information, the Contracting Authority is not in the position to reply on this question.

<p><b>Question No 387:</b></p> <p>Following your Answer No. 142</p> <table border="1" data-bbox="147 327 797 485"> <tr> <td data-bbox="147 327 467 485"> <p><b>Question No 142:</b> 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> </td> <td data-bbox="467 327 797 485"> <p><b>Answer No 142:</b> 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> </td> </tr> </table> <p>Please specify the periodicity indicated in the tender documents or the related paragraph where it is defined.</p>	<p><b>Question No 142:</b> 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><b>Answer No 142:</b> 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><b>Answer No 387:</b></p> <p>Monthly – along with the Monthly Progress Reports of the Contractor.</p>
<p><b>Question No 142:</b> 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><b>Answer No 142:</b> 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><b>Question No 388:</b></p> <ul style="list-style-type: none"> <li>- As per answers N°9 and N°10, the Client confirms that it is a lump-sum contract, and BoQ quantities provided are indicative. But since the BoQ must be submitted using the Client template, please confirm whether: <ul style="list-style-type: none"> <li>o The units with indicative quantity “0”, in the BoQ can be price by the Tenderer.</li> <li>o Items can be price as Lump Sum=0.</li> <li>o Additional items can be added to Client BoQ by the bidder.</li> </ul> </li> </ul>	<p><b>Answer No 388:</b></p> <p>Please see answer to questions no. 9 and no. 10 in the previously issued Clarifications to Tenderers Queries.</p>		
<p><b>Question No 389:</b></p> <p>As per Answer 106 the Client confirms that the scope of the work in the reconstruction of the stations has been already fully provided and included in the current tender documents. Moreover, please confirm that the works and activities to be done are only the ones defined in Volume 3-Tech Esp\Volume 3\03_3.3_ANNEXES\ 05_3.3.4_ INFORMATION 3, even if those are described as a proposal.</p> <p>As an example:</p> <ul style="list-style-type: none"> <li>o When in SÍCEVO RAILWAY STATION (and others) states “<i>The station does not have a toilet inside the building, and the external toilet, which can be seen from the tracks, is in a poor condition</i>” and concludes “<i>so the proposal is to fix the facade walls</i>”,</li> </ul>	<p><b>Answer No 389:</b></p> <p>Please see answer to question no 106. All the facilities listed under Volume 3-Tech Esp\Volume 3\03_3.3_ANNEXES\ 05_3.3.4_ INFORMATION 3 are expected to be upgraded so they are fit for their intended purpose.</p> <p>Also, please see answer to question 412.</p>		

<p>that would be the only action to be performed and no other.</p> <ul style="list-style-type: none"> <li>○ When in STANIČENJE RAILWAY STATION states <i>“The station works 24 hours a day and the interior of the building is in very poor condition. Only the office of train dispatcher is being used, all the windows on the rest of the building are broken and according to the plan they all should be closed. The station does not have drinking and technical water, nor sewage. The entire facade and the roof are in extremely poor condition, so the proposal is to demolish the added part of the attic and to make a completely new roof, with new gutters”</i> and concludes <i>“the proposal is to cover the building with plasticized corrugated metal sheets”</i>, that would be the only action to be performed and no other.</li> </ul>	
<p><b>Question No 390:</b></p> <p>Please confirm that indicative quantities in BoQ won't have any impact in the monthly certifications, that would be based in a future Payment Plan and the real quantities from detailed design.</p>	<p><b>Answer No 390:</b></p> <p>Please see answer to questions no.388. The Contract is Lump Sum type (no re-measurement of the real quantities). Further question and reference to Payment Plan is not clear.</p>
<p><b>Question No 391:</b></p> <p>According to Volume 1, the digital copy must be submitted on CD.</p> <p>17. SEALING, MARKING AND SUBMITTING TENDERS</p> <p>17.1. The complete tender must be submitted in one original, clearly marked 'original' and 5 (five) copies, clearly marked 'copy' and one electronic copy on CD in pdf format. In the event of any discrepancy between them, the original will prevail. All pages in the tender must be enumerated consecutively, in the footer or at the bottom, in each volume of the original and all five copies, with one copy pdf of the tender and with one *.xls copy of Volume 4 on CD.</p> <p>Please allow also to use alternatively an USB memory stick instead of CD.</p>	<p><b>Answer No 391:</b></p> <p>Yes, digital copy may be supplied on USB.</p>
<p><b>Question No 392:</b></p> <p>Considering that we are submitting a digital copy, and due to the restrictions for the travel of people and goods because of the pandemic effects, that probably will be lasting next months, please consider limiting the documents that we have to submit in paper that will be already submitted on digital format. Also, this proposal is aligned with the Environmental requirements.</p>	<p><b>Answer No 392:</b></p> <p>Tenderers are obliged to submit all documentation as required per ITT.</p>

<p><b>Question No 393:</b> In the given project 5/1-2 Project of Relocation and protection of telecommunication cables Prosek-Stanicenje there are specifications of 17 collisions and in BOQ are 27 collisions. Can you send us specifications for all 27 collisions, and can we receive drawings in dwg format, so we could valuate all the works needed?</p>	<p><b>Answer No 393:</b> Please refer to document “746_2-5_1-2-Prosek-Stan_Izmestanje-TK-kablova_EPTK located under Volume 5\05_Concept Design - CIP\CD IDP Prosek-Stanicenje 2020 pdf\5-Projekat Telekom i Sign Instal, which provides details of all 27 collisions. Please note, as shown on the drawings, that some collisions have more then one point, all of which are covered in the technical descriptions.  Drawings in DWG format are not available.</p>
<p><b>Question No 394:</b> In the given project 5/1-3 Project of Relocation and protection of telecommunication cables Stanicenje-Dimitrovgrad there are specifications of 19 collisions and in BOQ are 29 collisions. Can you send us specifications for all 29 collisions, and can we receive drawings in dwg format, so we could valuate all the works needed?</p>	<p><b>Answer No 394:</b> Please see answer to question no. 393. The same principle applies.  Drawings in DWG format are not available.</p>
<p><b>Question No 395:</b> According to the given project all the relocations of the existing cables should be planed and finished before other civil, and reconstruction works. Can we get information from Telecom Serbia (owner of the existing telecommunications cables) are all the cables at the same priority?</p>	<p><b>Answer No 395:</b> Please note that this is design &amp; build type of Contract. Accordingly, the Contractor is responsible for preparation of Design for Building Permit and Design for Construction for which it is necessary to identify all existing over- and underground utilities and to envisage their relocation -in accordance with requirements of the owners of the utilities. Such works must be adequately reflected in the Programme of the Contractor.</p>
<p><b>Question No 396:</b> Are telecommunication works such as: Fire alarm, Video surveillence system...etc. part of the second phase of tender, because in this BoQ they are only mentioned on some stations? We noticed that there are only a few stations covered with a fire detection system and video surveillence. The quantity of peripheral equipment for CCTV &amp; FA (according to BoQ) is also very questionable, (for example stations "Dolac, Ciflik, Stanicenje, Pirost " has only 1pcs of outdoor camera, and 1pcs of indoor camera....), stations Bela Palanka and Sukovo with some small quantities. Other stations are not covered with these systems.</p>	<p><b>Answer No 396:</b> Telecommunication works are not part of this tender (excluding temporary radio network).</p>

<p>We do not have design for those systems at any station. Please make then available at your earliest convenience.</p>	
<p><b>Question No 397:</b></p> <p>In the given project 5/1-3 Project of Relocation and protection of telecommunication cables Should we give our assumption of quantities as quantities in design are small? In that case we need some drawings</p>	<p><b>Answer No 397:</b></p> <p>Please see answer to question no. 393.</p> <p>Regarding the indicative quantities please see Section 4.A INTRODUCTION of Volume 4 and answer to question 388.</p>
<p><b>Question No 398:</b></p> <p>In document “PUBLICATION REFERENCE: EIB-GtP/1/2021/3.3” question 47 is mentioned that telecommunication works are part of the second phase. Please explain.</p>	<p><b>Answer No 398:</b></p> <p>Please see answer to question no. 396.</p>
<p><b>Question No 399:</b></p> <p>Should we foreseen FA and CCTV system for all stations, or we should wait new BoQ with telecommunication works?</p>	<p><b>Answer No 399:</b></p> <p>Please see answer to question no. 396.</p>
<p><b>Question No 400:</b></p> <p>With reference to the document: 029_2_8_Supp_Works_Whole_Section_Prosek_Dimitrov, 2.8-VII Temp.Radio network Please confirm the Lump Sum items to be replaced with QTY from conceptual design. In order to for free interpretation misunderstanding and non-competitive prices. How the competitors will be evaluated? Please confirm why the QTY from second section (Stanicenje-Dimitrovgrad) are missing Please confirm why the QTY from second section (Stanicenje-Dimitrovgrad) are missing</p>	<p><b>Answer No 400:</b></p> <p>Question is not clear.</p> <p>Please see answer to question no. 226 and Corrigendum no. 2. However, regarding the quantities, please see also answer to question no. 388.</p>
<p><b>Question No 401:</b></p> <p>029_2_8_Supp_Works_Whole_Section_Prosek_Dimitrov, 2.8-VII Temp.Radio network</p> <p>Please provide details of appropriate equipment for linked connection completed with appropriate antenna set and all other necessary equipment for installation and proper functioning</p>	<p><b>Answer No 401:</b></p> <p>Please refer to documents referenced 5_1-1_D1_Radio_mreza_2020.11.11_EPTK and 5_1-1_D2_Radio_mreza_2020.11.11_EPTK which can be found in Volume 5.</p> <p>Requested details are given in the Numerical Documentation section.</p>

<p><b>Question No 402:</b></p> <p>029_2_8_Supp_Works_Whole_Section_Prosek_Dimitrovgrad, 2.8-VII Temp. Radio network Any requirements regarding planning? What should be considered in radio planning</p>	<p><b>Answer No 402:</b></p> <p>Please see answer to question no. 400.</p>
<p><b>Question No 403:</b></p> <p>029_2_8_Supp_Works_Whole_Section_Prosek_Dimitrovgrad, 2.8-VII Temp. Radio network EMP measurements: Should the Bidder consider measurements along the railway using railway vehicles, or is enough to measure just in several points on the railway and around the station.</p>	<p><b>Answer No 403:</b></p> <p>It may be sufficient to perform measurements at only a few points along the track and around stations from one pre-signal to another pre-signal. However, please note that this is a design &amp; build contract and that the Contractor is responsible for ensuring that subject works are fit for purpose.</p>
<p><b>Question No 404:</b></p> <p>029_2_8_Supp_Works_Whole_Section_Prosek_Dimitrovgrad, 2.8-VII Temp. Radio network Development of technical documentation: What needs to be considered under "technical documentation"</p>	<p><b>Answer No 404:</b></p> <p>Design solution, technical specification of equipment and drawings as part of Design for Construction permit and As-built design of performed works - training material, operation manuals and other technical documentation required by the contract.</p>
<p><b>Question No 405:</b></p> <p>029_2_8_Supp_Works_Whole_Section_Prosek_Dimitrovgrad, 2.8-VII Temp. Radio network We would appreciate to receive additional clarification about the activities related to the Training of users :How many users and how many days? Should we consider training in customer premises.?</p>	<p><b>Answer No 405:</b></p> <p>As a minimum, it is necessary to train employees in the RD section Nis, who will further conduct training in the field (5 workers, min. 1 day for use and min. 2 days for maintenance and servicing) and submit service documentation, operation manuals and instructions for use. The duration can be longer, if necessary based on the contractor's program.</p>
<p><b>Question No 406:</b></p> <p>We're referring to the lubricator plants required, article 2.3.27 in the BoQ, that are in total 57 for the section Prosek – Staničenje and 16 in the section Staničenje-Dimitrovgrad, 73 in total. The superstructure's technical specifications, article 2.2.37, list the parameter to respect for the lubricators. We're kindly asking you:</p> <ol style="list-style-type: none"> <li>1. If 73 are the number of each single plant or the number of the chainages to lubricate, grouping some of them in a lower number of plants</li> <li>2. Considering not only the cost of purchasing and installation but also the maintenance one, so as the availability of different and more</li> </ol>	<p><b>Answer No 406:</b></p> <ol style="list-style-type: none"> <li>1. A total of 73 number of single plant is envisaged for the entire section Prosek-Dimitrovgrad. The final quantity is subject of the designing activities of the Contractor and acceptance of the Engineer and Employer</li> <li>2. The system referenced in the tender documentation is what is currently being used on the SRI lines. However, all the materials and equipment are subject to the acceptance of the Engineer and Employer based on proposals and justification of the Contractor. The Employer reserves the right to reject the materials and</li> </ol>

<p>efficient technologies, if the solution is mandatory or if other systems can be accepted/proposed</p>	<p>equipment which are not in line with the Employer's Requirements.</p>
<p><b>Question No 407:</b></p> <p>We're referring to the station's plans included in the tender documents, that shown the track configuration, the number and type of turnouts etc. They are available only for the section Prosek – Staničenje (7 stations). We're kindly asking you to get available the same plans also for the stations of the section Staničenje-Dimitrovgrad.</p>	<p><b>Answer No 407:</b></p> <p>Please see Corrigendum no. 3 and its associated files.</p>
<p><b>Question No 408:</b></p> <p>In the BoQ there are railway serbian norms that the quotation of the items has to be compliant to, in detail: JŽS Γ1.070, JŽS Γ1.133, JŽS Γ1.310, JŽS Γ1.330, JŽS Γ1.326, JŽS Γ1.111, JŽS Γ1.315, JŽS Γ1.341, JŽS Γ1.103, JŽS Γ1.076. Please get these standards available</p>	<p><b>Answer No 408:</b></p> <p>Documentation provided was for information purpose only. Contractor is obliged to design and execute Works in accordance with all applicable standards and regulations in force as stipulated in the Employer's Requirements.</p>
<p><b>Question No 409:</b></p> <p>With Reference to the "Volume 3, 0.2_3.2 Technical specifications, 07_Overhead contact line General requirements, page 6. - The specific objective of the project (the main goal) is to develop electrification and signalling-interlocking and telecommunication systems in full compliance with the EU Technical Specifications for Interoperability (TSIs)." Our understanding is that the Contractor will apply OCL system in full compliance with the EU Technical Specifications for Interoperability (TSIs). TSI Certificates of OCL System will be taken after the completion of the "Reconstruction and Modernization of Railway line "Niš-Dimitrovgrad - Section Prosek (Sićevo) - Dimitrovgrad" Project, therefore we are not requested to submit TSI Certificate with our tender dossier. Please confirm.</p>	<p><b>Answer No 409:</b></p> <p>Please see reply to question 258.</p>
<p><b>Question No 410:</b></p> <p>Is it feasible to submit a copy of the bid bond first, and the original to be submitted later ? If feasible, please specify the time for submitting the original one.</p>	<p><b>Answer No 410:</b></p> <p>Please see Article 15.1 where is stated: "15.1. The tenderer must provide, as a part of its tender, a tender guarantee in the form set out in Volume 1, Section 3 of the tender dossier, or in another form acceptable to the Contracting Authority that meets the essential requirements set out</p>



	therein. The tender guarantee must be for an amount of EUR 1,500,000. The original guarantee must be included in the original tender.”
<p><b>Question No 411:</b></p> <p>Does the bid bond could be submitted in Authenticate Method ? i.e. the bid bond is issued by one Chinese bank and only advised to the beneficiary by one bank who has branch in Serbia.</p>	<p><b>Answer No 411:</b></p> <p>Please see reply to question 410.</p>
<p><b>Question No 412:</b></p> <p>The summary tables are inconsistent with the itemized lists</p> <p>a) The work in “3.1.2 BRIDGE at km 58+231,20” of Volume 4 “05_1_0_PROSEK-STANICENJE_Summary_indicative_Quantities” is not listed in the itemized list of “018_1_13_CIFLIK-STANICENJE (CIFLIK-STANICENJE km 53+720.11-km 63+100.00”</p> <p>b) The work in “1.2-VI Station building adaptation” of Volume 4 “07_1_2_SICEVO STATION” is not fully listed in “05_1_0_PROSEK-STANICENJE_Summary_indicative_Quantities”</p> <p>c) The work in “1.4-VI Station building adaptation” of Volume 4 “09_1_4_OSTROVICA STATION” is not fully listed in “05_1_0_PROSEK-STANICENJE_Summary_indicative_Quantities”</p> <p>d) The work in “1.12- VI Station building adaptation” of Volume 4 “017_1_12_CIFLIK STATION” is not fully listed in “05_1_0_PROSEK-STANICENJE_Summary_indicative_Quantities”</p> <p>e) The work in “2.2-VII SUBWAY LIGHTING IN PIROT STATION AT KM 72+585,40” of Volume 4 “023_2_2_PIROT STATION” is not fully listed in “021_2_0_STANICENJE-DIMITROVGRAD_Summary_Indicative_Quantities”</p> <p>f) The work in “2.4-VI Station building adaptation” of Volume 4 “025_2_4_SUKOVO STATION” is not fully listed in “021_2_0_STANICENJE-DIMITROVGRAD_Summary_Indicative_Quantities”</p>	<p><b>Answer No 412:</b></p> <p>a) Please see answer to question no. 123.</p> <p>b) Please see answer to question 389. Table 05_1_0_PROSEK-STANICENJE_Summary_indicative_Quantities covers the scope of work that was identified by the Preliminary Design for the railway, whilst additional refurbishment works to the station buildings are identified under Volume 3 (03_3.3_ANNEXES / 05_3.3.4_INFORM.3) and in the BoQ under Volume 4 (“07_1_2_SICEVO STATION”)</p> <p>c) See answer b) above with reference to Volume 4 – “09_1_4_OSTROVICA STATION”)</p> <p>d) See answer b) above with reference to (Volume 4 - “017_1_12_CIFLIK STATION”)</p> <p>e) Volume 4 - Table «021_2_0_STANICENJE-DIMITROVGRAD» is of informational character, but the table «023_2_2_PIROT STATION» is the one that is required to be completed for the purpose of the tender.</p> <p>f) In Volume 4, table «021_2_0_Stanicenje-Dimitrovgrad” covers the scope of work that was identified by the Preliminary Design for the railway, whilst additional refurbishment works to the station buildings are identified under Volume 3 («03_3.3_ANNEXES / 05_3.3.4_INFORM.3”) i u tabelama u Volume 4 («025_2_4_SUKOVO STATION»)</p>

<p><b>Question No 413:</b></p> <p>Regarding the above project (Reference number: EIB-GtP/1/2021/3.3), we kindly ask you to extend the deadline for submitting tenders from 3rd February, 2022 to 20th March, 2022.</p>	<p><b>Answer No 413:</b></p> <p>Please note that no further extension is possible.</p>
<p><b>Question No 414:</b></p> <p>Due to the complexity of the project, and taking into consideration that the global epidemiological situation due to the SARS-CoV-2 Omicron variant (B.1.1.529), designated as a Variant of Concern by the WHO, is a Force Majeure that is affecting negatively the preparation of the offers of suppliers, subcontractors and contractors, and also the required technical evaluation of the Project, we kindly would like to ask you to postpone the submission date for 4 weeks.</p> <p>In addition, please consider that the Tender must be submitted on paper and delivered to the Serbian Railway Infrastructure premises in Belgrade, in this respect please also consider that the international traffic of people and goods it is being seriously affected.</p> <p>We kindly would like to express that this request is a fully commitment with the relevance and importance of the Project and the Client.</p>	<p><b>Answer No 414:</b></p> <p>Please note that no further extension is possible.</p>
<p><b>Question No 415:</b></p> <p>If the participant of the tender provided the preparation of design documentation for the reference objects within the framework of a single framework contract, with its delivery to the Client and its payment on the basis of a separate addendum to the specified framework contract, and also provided that the works on the reference object were subsequently performed by the participant of the tender under this design documentation on the basis of another separate addendum to the specified framework contract, will the preparation of design documentation by the Contractor in this case be counted by the Client as a design reference?</p>	<p><b>Answer No 415:</b></p> <p>Yes, preparation of design documentation for objects within the framework of a single framework contract, with its delivery to the Client and its payment on the basis of a separate addendum to the specified framework contract, where the works were also provided on the basis of another separate addendum to the specified framework contract, will be accepted as a design reference</p>
<p><b>Question No 416:</b></p> <p>Can the Contract, that will be signed with the successful tenderer, be pledged in favour of the Bank that will issue guarantees toward Investor?</p>	<p><b>Answer No 416:</b></p> <p>Please see reply to question no. 29.</p>

<p><b>Question No 417:</b></p> <p>Successful tenderer (Contractor) must obtain all required licences for execution of the contract, for:</p> <ul style="list-style-type: none"> <li>- Design of railway structures (P141G2, P141E1, P141E4, P141M4, P142G1)</li> <li>- Execution of works on railway structures (I141G2, I141E1, I141E3, I142G1)</li> </ul> <p>Licence P141M4 is a licence for the design of machine parts of switches, railway equipment and accessories for public railway infrastructure with connections. Under scope of the works, that are defined by the tender documentation, there is no scope that require the design of machine parts of switches, railway equipment, and accessories.</p> <p>We consider that the scope of the design for the mechanical works of the switches, railway equipment and accessories for the railway and is there any part for the production of mechanical parts of the railway in not subject of this procurement.</p> <p>Production of these parts or their design can have an impact in price, and we are not able to find any data for this position in BoQ.</p> <p>We consider that P141M4 is not necessary at all, so please reconsider this requirement and please except Licence P141M4 from the required licences list or, please, we kindly ask the employer to instruct us which part of the tender refers to the preparation of project documentation for which it is necessary to have the required licence so that we can calculate overall price in budget.</p>	<p><b>Answer No 417:</b></p> <p>Successful Tenderer is obliged to obtain all required licenses for design and execution of the works included in the scope of the Works. No claims for additional money and/or Extension of time shall be accepted based thereon. Design of machine parts of switches, railway equipment, and accessories is not included in the scope of the procurement and accordingly the Contractor will not be obliged to obtain license P141M4.</p> <p>See Corrigendum No. 3 for detail.</p> <p>-</p>
<p><b>Question No 418:</b></p> <p>In the Tender dossier 04 Volume 1-Technical Qualifications, VOLUME 1, SECTION 4, FORM 4.6.3, WORK PLAN AND PROGRAMME, it is quoted:</p> <p>„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 for 6 days per week, Last 24 hours is reserved for traffic. 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 within this period. After Commencement Date and submission of Work Programme in accordance with the Contract, the Employer may consider to rescheduling full closure of the railway.</p>	<p><b>Answer No 418:</b></p> <p>Contractor may organize his activities in any way that is in line with awarded access as clarified in Corrigendum no. 1 and in a way that traffic cannot be jeopardized in the period when traffic is allowed.</p>

<p>Critical activities considered by the Employer are as follows:</p> <p>...</p> <ul style="list-style-type: none"> <li>- Reconstruction underpasses on the Sicevo gorge section above</li> </ul> <p>...</p> <p>Is it acceptable for the Tenderer in its Gantt Chart and Programme to propose execution of the critical activities on the referred 60 existing underpasses prior to the commencement of the full closure period from 1st April 2023 till 1st July 2023, namely to propose their execution during the 36 hours without traffic followed with 36 hours with traffic for 6 days per week, where the last 24 hours is reserved for traffic?</p>	
<p><b>Question No 420:</b></p> <p>Please confirm if a Tender Guarantee issued by a Turkish bank is acceptable.</p>	<p><b>Answer No 420:</b></p> <p>Please see answer to question no 384.</p>
<p><b>Question No 421:</b></p> <p>With reference to Volume 1, Section 4, Form 4.4 – Financial Statement, please confirm if the Exchange Rate to be taken into account for the calculation of financial statements are those valid on the last day of the corresponding year, i.e. 31.12.2020 for the year 2020, published on the website <a href="https://ec.europa.eu/info/funding-tenders/procedures-guidelines-tenders/information-contractors-and-beneficiaries/exchange-rate-infoeuro_en">https://ec.europa.eu/info/funding-tenders/procedures-guidelines-tenders/information-contractors-and-beneficiaries/exchange-rate-infoeuro_en</a></p>	<p><b>Answer No 421:</b></p> <p>Please see answer to question no. 133. Please pay attention to the fact that data inserted shall be from tenderer's financial reports.</p>
<p><b>Question No 422:</b></p> <p>It is mentioned of two (2) different communication system; Prosek - Staničenje (from km 14 + 239.14 to km 64 + 152.29) and Staničenje - Dimitrovgrad (from km 64 + 152.29 to km 96 + 692.59); in Tender documents. We understand that two (2) independent communication system is required for Prosek - Staničenje and Staničenje - Dimitrovgrad sections. Would you kindly confirm if our understanding is correct? If correct, would you kindly advise should there be an integration between these two independent communication systems?</p>	<p><b>Answer No 422:</b></p> <p>There are no two independent systems. There is one common system presented in two parts of the entire section since the other works are presented also in that way. So, there is only one system to be used for communication of all the users along the railway section from Nis to Dimitrovgrad.</p>

<p><b>Question No 423:</b></p> <p>Some communication cables were mentioned in Tender documents however it is not clear. Would you kindly advise if there is a fiber optic system for communication network or shall we install transmission line with microwave link antennas?</p>	<p><b>Answer No 423:</b></p> <p>There is no fiber optic system in the scope of this tender. The fiber optic system will be subject to a separate tender procedure. A temporary radio communication network should be installed as given in the tender documents. Please see also the answers to question 422 and 424.</p>
<p><b>Question No 424:</b></p> <p>What are the criteria for determination the locations for the installation of repeaters (base stations)? Shall the designer select appropriate locations (mountains, hills, etc..) in order to cover radio network of the railway alignment; OR only the locations near by the alignment shall be selected? In case a hill will be selected for the installation of repeater; shall the Employer be responsible for the access road to the repeater location?</p>	<p><b>Answer No 424:</b></p> <p>The choice of location and number of repeaters shall be made on the basis of measuring the coverage of the radio field. Access road to the to the repeater(s) must be constructed (subject to the location).</p> <p>Please see also the answer to question 403.</p>
<p><b>Question No 425:</b></p> <p>Would you kindly advise who will be in charge of the equipment at work sites such as towers, energy equipment, containers, fences, etc? What shall be the maximum height of the towers?</p>	<p><b>Answer No 425:</b></p> <p>Question is not clear. Contractor is responsible for site organization.</p>
<p><b>Question No 426:</b></p> <p>We understand that simplex communication from device to device will be used locally at some sections. Would you kindly confirm this latter?</p>	<p><b>Answer No 426:</b></p> <p>In some stations where there are blocks, communication will take place between the dispatcher and the switchman on the blocks within the station itself via the local radio network, as stated in the tender documents.</p>
<p><b>Question No 427:</b></p> <p>Would you kindly advise if there is an already installed communication system? If so, would you kindly advise the topology of the existing system? As per the Tender documents Motorola brand equipment were procured previously. Would you kindly advise if these equipment are being used; what are their availability?</p>	<p><b>Answer No 427:</b></p> <p>Please see the answers 475 and 476 below.</p>
<p><b>Question No 428:</b></p> <p>Only one (1) repeater (base station) and installation set is required for the section Prosek - Staničenje (from KM 14+239,14 to KM 64+152,29) as per the indicative BOQ. However, installation of multiple repeater would be required in order to provide uninterrupted</p>	<p><b>Answer No 428:</b></p> <p>Please see the answer to question 424.</p> <p>It is not necessary to cover the entire section continuously, but only the locations on the sections specified in the</p>

<p>coverage area for this section (between KM 14+239,14 and KM 64+152,29). Consequently, we kindly request you to advise the sections where the network coverage is required (KM intervals).</p>	<p>Preliminary Design provided as part of the Tender Dossier.</p>
<p><b>Question No 429:</b></p> <p>If all the lines shall be distressed according to the technical specification, can you please clarify why MATHEE devices are required for longitudinal movement of the rails?</p>	<p><b>Answer No 429:</b></p> <p>In the project documentation, the designer envisaged the installation of the MATHE device at all locations where necessary.</p> <p>Please note that the Contractor is responsible for preparation of the design for building permit and execution of works as well as performance of the works according to the valid standards.</p>
<p><b>Question No 430:</b></p> <p>With reference to the tender of "Reconstruction and modernization of railway line "Niš-Dimitrovgrad" Section Prosek (Sićevo)-Dimitrovgrad" we have downloaded all the tender documents and allocated our most experienced teams in order to fulfill the client requirements and prepare our best &amp; competitive offer with solid submission files.</p> <p>Taking into account restrictions due to the COVID-19 pandemic, the complexity and scope of the works that are subject of this tendering procedure, we sincerely request an extension of 60 calendar days, with 4th April 2022, as the new deadline. And also, we kindly request the extension for the deadline for bidders to request any additional information accordingly.</p>	<p><b>Answer No 430:</b></p> <p>Please note that no further extension is possible.</p>
<p><b>Question No 431:</b></p> <p>Regarding cable channels, we kindly would like to ask you if you could clarify:</p> <p>According to excel file 2.8-I CABLE NET Civil Prosdim can you confirm that the items n° 4, 5 and 6 are covering all the necessity regarding the delivery and installation of cable channels for the entire line? Namely, in the cross sections two types of cable channels are showed (50x30cm and 35x30cm) for stations and main line. Are the items 4, 5, and 6 regarding all these elements that means not all the line is planned to install concrete cable channels? According to our understanding It seems not to follow the information collected in the drawings, and for example item 6 has a length of 18km in BoQ while the total length of the works is 82 km.</p>	<p><b>Answer No 431:</b></p> <p>Concrete troughs shall be installed in the station areas from pre-signal (distant signal) to pre-signal, in tunnels and on bridges.</p> <p>Between the stations (from the pre-signal to the pre-signal laying of ducts in trench with needed manholes is planned)</p> <p>Yes, two dimensions of concrete troughs are envisaged, one for stations (50x30cm) and the other for bridges and tunnels.</p> <p>Points 4,5 and 6 refer to cable channels in stations, tunnels and bridges.</p> <p>The other length is the trench.</p>

<p>Or otherwise, it means that not in all the line is planned to install cable channels. Could you please confirm?</p>	
<p><b>Question No 432:</b></p> <p>After the analysis of quantities, we have found relevant deviations compared with the BoQ in several activities that also includes the substructure works. Please confirm if Contractor must amend all these increases and include their cost in the lump sum.</p>	<p><b>Answer No 432:</b></p> <p>Please see answer to question no. 372</p>
<p><b>Question No 433:</b></p> <p>Please clarify whether the final tender price in tender form should be included VAT or not?</p>	<p><b>Answer No 433:</b></p> <p>Final tender price in tender form shall be without VAT. Please transfer Item 6 from Volume 4, file 4.B-Summary Table into Tender form.</p>
<p><b>Question No 434:</b></p> <p>It is stated that “20% lump sum of the Accepted Contract Amount.” in Appendix to Tender. Please clarify that Advance Payment is included VAT or not?</p>	<p><b>Answer No 434:</b></p> <p>Advance Payment is 20% of Accepted Contract Amount without VAT.</p>
<p><b>Question No 435:</b></p> <p>It is stated that “City/Place, Country” to fill in the tender form under the heading of the form. The tenderer understands that it should be filled as Belgrade, Serbia. Please confirm.</p>	<p><b>Answer No 435:</b></p> <p>It is up to tenderer to fill in these data.</p>
<p><b>Question No 436:</b></p> <p>It is stated that “The Tenderer shall submit with his tender a copy of this page as well as the complete Section 3, Particular Conditions, all duly initialed on each page by the person authorized to sign on behalf of the Tenderer.” in General Conditions of Contract. Please clarify that If the tenderer is JV/Consortium, the document should be signed by person who authorised by JV/Consortium or by authorised person of each partners of JV/Consortium.</p>	<p><b>Answer No 436:</b></p> <p>Please see answer to question no 17.</p>
<p><b>Question No 437:</b></p> <p>According to Particular Conditions of Contract Clause 14.9 Payment of Retention Money, it is stated as “When the Retention Money has reached 60 percent (60%) of the limit of Retention Money stated in the Appendix to Tender, the Contractor shall provide a</p>	<p><b>Answer No 437:</b></p> <p>Question is not clear. Employer offered possibility to the Contractor to replace retained amount with adequate guarantee. Release of Retention Money is in accordance with Conditions of Contract.</p>

<p>Retention Money Guarantee for fifty percent (50%) of the limit of Retention Money in the form provided in the Contract, and the Engineer shall certify and the Employer shall make payment of this fifty percent (50%) to the Contractor.</p> <p>The Retention Money Guarantee shall provide a surety for the remaining fifty per cent (50%) of the Retention Money for the whole of the Works, held for the rectification of defects arising during the remainder of the Contract Period, and the completion of any remaining work to be executed under Clause 11 [Defects Liability] or Clause 12 [Tests after Completion]. The terms and conditions for the Retention Money Guarantee shall be the same as those stated in Sub-Clause 4.2 for a Performance Security.”</p> <p>The tenderer understands that when the cash retention reaches 60% of the limit of the Retention money which means 6% of the Accepted Contract Amount, Retention Money Guarantee will be provided by the tenderer for 50% of the limit of the Retention Money which means 5% of Accepted Contract Amount. After submission of Retention Money Guarantee, 50% of the limit of Retention Money which means 5% of Accepted Contract Amount will be released by the Employer. However, the release of the remaining 10% of the limit of Retention Money has not been stated in this clause. Please kindly clarify.</p>	
<p><b>Question No 438:</b></p> <p>According to Technical Specification for Superstructure (on page 1/47) it stated as “Rails shall be without holes.” but on page 43/47 it also stated as “Drilling holes in the rail head and on the side is allowed.”. Please clarify the contradiction in these two statements.</p>	<p><b>Answer No 438:</b></p> <p>When procuring the rails, the Contractor should follow the instructions given in the Technical Specifications on page 1/47 and 2/47. For installation, the Contractor should follow the instructions in the Technical Specifications on page 35/47 and page 43/47).</p> <p>Please note that all the materials and equipment/plants are subject to a final acceptance by the Engineer and Employer.</p>
<p><b>Question No 439:</b></p> <p>According to Particular Conditions (on page 11/23) it stated as ‘Within 21 days after the Commencement Date, the Contractor shall submit a document entitled “Health, Security, Safety and Environmental Management Plan”’.</p> <p>According to our understanding, “Health, Security and Safety Management Plan” and “Environmental Management Plan” will be submitted together as a single document. Please confirm.</p>	<p><b>Answer No 439:</b></p> <p>It is up to the Contractor to submit relevant documentation in one or more documents, subject to agreement with the Engineer.</p>



<p><b>Question No 440:</b></p> <p>According to Particular Conditions (on page 11/23) it stated as 'Within 21 days after the Commencement Date, the Contractor shall submit a document entitled "Health, Security, Safety and Environmental Management Plan"' but also in General Employers Requirements on page 96/125 it stated as "'Within 28 days after the Commencement Date, the Contractor shall submit a document entitled "Environmental Management Plan"'. Please clarify whether the Contractor shall submit the document within 21 days after the Commencement Date or within 28 days after the Commencement Date.</p>	<p><b>Answer No 440:</b></p> <p>Please note Article 2 of the Contract agreement regarding order of precedence.</p>
<p><b>Question No 441:</b></p> <p>We could not find Retaining Walls Concept Designs in the Concept Design section of the tender documents. Could you please provide Retaining Walls Concept Designs?</p>	<p><b>Answer No 441:</b></p> <p>All available design documentation has been issued as part of the Tender Dossier. The Contractor's obligation is to prepare detailed documentation in accordance with all applicable regulations and standards. But please also consider Volume 5 and drawings related to Substructure.</p>
<p><b>Question No 442:</b></p> <p>We could not find Bridge Concept Designs (Bridges at km 67+303, 69+021, 93+634) in the Concept Design section of the tender documents. Could you please provide Bridge Concept Designs?</p>	<p><b>Answer No 442:</b></p> <p>Please see answer to question no. 441. But please also consider Volume 5, 02_PART 2_Stanicenje_Dimitrovgrad, 03_III.1 BRIDGES</p>
<p><b>Question No 443:</b></p> <p>a. Please clarify the difference between "For natural persons only" and "For legal persons only" at the beginning of Annex 1 (on page 6/18).</p> <p>Please clarify whether the name of the company or a person authorized to sign on the board of directors should be written in the "Only for natural persons" part?</p>	<p><b>Answer No 443:</b></p> <p>Question is not clear. Company cannot be natural person. Regarding question of Board of Directors, please see paragraph II of the Annex 1.</p>
<p><b>Question No 444:</b></p> <p>Please clarify, the tender forms should be submitted with company letterhead or only with the original version of forms without company letterhead?</p>	<p><b>Answer No 444:</b></p> <p>Tenderer may submit tender forms with Company's letterhead as long as no alterations of the documentation is made.</p>
<p><b>Question No 445:</b></p> <p>Please revise last paragraph of PCC 2.1 as below;</p>	<p><b>Answer No 445:</b></p> <p>No alteration of PCC is allowed.</p>

<p>...If the Contractor fails to execute critical activities in an envisaged period during full closure of railway or cause delays within periods of 36 hours defined above, and cause damages to the Rail Operator, he will be liable for <del>damages in the amount of 10,000 Euro per day</del> based on the proof of damages sustained by the Operator <b>subject to a cap of 10.000 EURO/day</b>. For avoidance of doubt, these damages will be on top of the Performance Damages and Delay Damages under the Contract which may be applied under Sub-Clause 8.7.</p>	
<p><b>Question No 446:</b></p> <p>It is stated Sub-Clause 13.8 shall not apply in Particular Condition of Contract. It is not possible to foresee changes in market prices during 42-months Project. Therefore, in order to maintain the fairness could you please remove PCC 13.8 and indicate indices applicable for this Project?</p>	<p><b>Answer No 446:</b></p> <p>No alteration of PCC is allowed.</p>
<p><b>Question No 447:</b></p> <p>It is stated in the PCC 4.2 article that “The Performance Security, submitted by the Contractor, shall be in the format given in the Schedule of Guarantees in the Contract, and shall be issued by a bank or other financial institution established in the EU, the Republic of Serbia, or the bank named in the Contractors Financial Identification Form, whereas such bank or other institution shall be approved by the Employer.” The tenderer understands that the performance Guarantee, the Advance Payment Guarantee, the Retention Payment Guarantee can be issued by a bank as long as the Bank’s details have been given in the Financial Identification Form (Form 4.5.A) provided that the bank is approved by the Client. Please confirm.</p>	<p><b>Answer No 447:</b></p> <p>Question is not clear which part of the stipulation to be confirmed.</p>
<p><b>Question No 448:</b></p> <p>It appears that the area between Km: 23+850-24+400 along the route is a landslide area (Volume 5-2, E1-3.1 A EP2) as shown in the geological map (page 11/69). However, we could not find any landslide remedial recommendations in the report. Please clarify.</p>	<p><b>Answer No 448</b></p> <p>Please note that the Contractor is responsible for interpreting all the results of the available investigation works as well as for carrying out all needed additional investigations and interpretation of their results in order to prepare the design for construction permit and works execution as well to execute the works in line with the valid standards.</p>

<p><b>Question No 449:</b></p> <p>Any borehole is not encountered in the areas regarding bridges and retained walls. Please clarify.</p>	<p><b>Answer No 449:</b></p> <p>Please see answer to question no. 448.</p>
<p><b>Question No 450:</b></p> <p>The logs and details of test pit excavations up to 5.00 meter depth are present in documents. However, there are no deeper boreholes with in-situ test (SPT, pressuremeter, CPT, etc.) performed along the project route. Detailed soil investigations are necessary to examine the deeper subsurface conditions, identify the probable geological problems (landslide, soft soil etc.) and determine the essential remedial projects or soil improvement methodology. Please clarify.</p>	<p><b>Answer No 450:</b></p> <p>Please see answer to question no. 448.</p>
<p><b>Question No 451:</b></p> <p>When the project and tender documents provided are examined, no information can be found regarding the route cuts. Although there are mostly fill sections on the route, when the cross-sections of the route are examined, it is seen that there are also cut sections. Is it not necessary to conduct a study for these segments? Please clarify</p>	<p><b>Answer No 451:</b></p> <p>It is unclear which study is meant in the question. But please see also the answer to question 448.</p>
<p><b>Question No 452:</b></p> <p>In the Employers Requirements document, there is a contradiction between the wall names in TABLE LIST OF WALLS and the section where the walls are explained. It is indicated as Wall6 in the list and as Wall7 in the explanation. Please clarify.</p>	<p><b>Answer No 452:</b></p> <p>The exact chainage for wall 6 is from km 30 + 500.00 to km 30 + 745.00  The exact chainage for wall 7 is from km 23 + 224.40 to km 23 + 298., 90.  Accordingly, the titles of the retaining walls 6 and 7 shall be replaced in the Table.  The description of the walls of Volume 3.1 gives the exact locations.  Walls 6 and 7 are newly designed walls</p>
<p><b>Question No 453:</b></p> <p>The expression in the Employers Requirements document is as follows: “The bridges and tunnels, the structural parts of which have been already reconstructed, are as follows:”  It is understood that the construction of the bridge and tunnel structures in the list given here has been completed. On the other hand, in the same document, the expression under the title of “6. Railway structures – culverts, bridges and underpasses, station buildings” is as follows: “Reconstruction of bridges (on km</p>	<p><b>Answer No 453:</b></p> <p>The bridge at km 58 + 231 is foreseen by the project documentation for reconstruction (replacement of the existing steel structure with a concrete structure), in the previous period it was not the subject of reconstruction.</p> <p>Please see also the answers to questions 123, 171, 204, 310, 311 and 312.</p>

<p>22+905; km 58+231; km 67+303; km 69+021 and km 93+634” There are contradictions in the stated statements. For the structure located at km:58+231, it is stated that its reconstruction has been completed and it is shown under the heading of “6. Railway structures – culverts, bridges and underpasses, station buildings”. Please clarify.</p>	
<p><b>Question No 454:</b></p> <p>In the Employer Requirements document, the statement regarding walls is as follows: "The shape and the dimensions of the suggested supporting wall are given via the graphic documentation in the project." The drawings in question could not be found. Could you please provide the drawing ?</p>	<p><b>Answer No 454:</b></p> <p>All available technical documentation related to the walls is provided as part of the tender dossier.</p> <p>Please see also the answer to question 441.</p>
<p><b>Question No 455:</b></p> <p>The wall between Km:23+224.40 – 23+239.9 is recommended as a gabion wall. Information about details in the text about the wall in Employer Requirements is very limited. In general, the benefits and general features of Gabion walls are emphasized. In the typical cross section in the document, anchors are also seen in addition to the gabion wall. However, there is no information about these anchors. Could you please provide related information?</p>	<p><b>Answer No 455:</b></p> <p>All available technical documentation related to the walls is provided as part of the tender dossier.</p> <p>Please note that the Contractor is responsible for preparation of the design for building permit and execution of works as well as performance of the works according to the valid standards. Please see also the answer to question 441.</p>
<p><b>Question No 456:</b></p> <p>In the Employer Requirements document, the expression referring to the proposals for the reconstruction of the walls is as follows: "The proposed solution (for Contractors information only, the final design and execution method is to be defined by the Contractor)" The recommendations given include some details. The drawings for the design of the wall are referenced. There is a contradiction between the statements in question. Clarity is needed regarding wall designs.</p>	<p><b>Answer No 456:</b></p> <p>Please see the answer to question 455.</p>
<p><b>Question No 457:</b></p> <p>When the drawings of the bridges to be reconstructed are examined, it is seen that the foundations of the bridges are superficial. In addition, the information</p>	<p><b>Answer No 457:</b></p> <p>All available drawings and information are given in Volume 5. Please note that the Contractor is responsible for preparation of the design for building permit and</p>

<p>given for the Km:22+905 and Km:58+231 bridges in the Employers requirements document states that the foundations of these bridges will be superficial. No theoretical/empirical calculations regarding the foundation design could be seen. Could you please provide the calculations regarding the foundation design ?</p>	<p>execution of work as well as performance of the works according to the valid standards.</p>
<p><b>Question No 458:</b></p> <p>In the Employer requirements document, the km intervals of the sections where the ground displacement will be applied, which are suggested for soil improvement purposes, are specified. In addition, within the section defined as zone A in the report coded " E1 Geotehnicki Elaborat-E1-2.1.EP2 MB", it is recommended to "excavate the deformed upper ground (&gt; 30 cm) and fill it again with good quality material" at the km intervals specified in the report. When the km intervals given for displacement in both reports are examined, it is seen that there is a contradiction between the application intervals. In addition, the suggested soil displacement thicknesses in both reports are different. Please clarify.</p>	<p><b>Answer No 458:</b></p> <p>The method of making the undercarriage, including the necessary material replacements, is given in chapter 5.2.6, 3.1</p> <p>Please note that the Contractor is responsible for interpreting all the results of the available investigations as well as for carrying out the needed additional investigations and interpreting their results in order to prepare the design for construction permit and works execution as well to execute the works in line with the valid standards</p>
<p><b>Question No 459:</b></p> <p>Please clarify whether all platforms will be precast? Only the length quantity is given in the BOQ, the concrete or reinforcement items are not taken into account. There is an inconsistency between the section dimensions in the drawings and the dimensions given in the BOQ. There is no calculation report on how the sections were determined.Please provide related calculation reports.</p>	<p><b>Answer No 459:</b></p> <p>Question is not clear.</p> <p>All available technical documentation related to the walls is provided as part of the tender dossier. All necessary details must be developed in detail and presented in the design documentation which is the responsibility of the Contractor.</p> <p>Please note that the quantities are only indicative (please see Volume 4, Section 4.A-Introduction).</p>
<p><b>Question No 460:</b></p> <p>There is no information about the oil separator in the tender documents, drawings and quantities.Could you please provide detailed information about the oil seperator ?</p>	<p><b>Answer No 460:</b></p> <p>Please note that the contractor is responsible for preparation of the design for building permit and execution of works as well as for performance of the works according to the valid standards.</p>

<p><b>Question No 461:</b></p> <p>There is no information about the catenary foundation. It is recognized that the structure referred to as "mast" in the station buildings in the tender documents is the catenary pole and the structure referred to as the "portal" is the foundation of this catenary. Could you please confirm our understanding? Additionally, could you please share the related drawings of the structure ?</p>	<p><b>Answer No 461:</b></p> <p>Data for the foundations of OCL pillars and portals are given in the Tender Documentation (book 4_1.2_OCL OL Stations_rev, 4_1.1_OCL OL Sicevo - Dimitrovgrad_rev, 4_1.0_OCL General solutions_rev). It is correct to understand that in the station part, the construction of the contact line supports are portals . The drawings are divided in the catalog attached to the Tender Documentation.</p>
<p><b>Question No 462:</b></p> <p>Could you please clarify the infrastructure method of fiber optic for along the line. Underground pipe or overhead line?</p>	<p><b>Answer No 462:</b></p> <p>Fiber optic cable and thus the method of its laying is not part of this Tender.</p>
<p><b>Question No 463:</b></p> <p>Please define, grounding system of existing stations and other structures. Could you please provide details to be considered.</p>	<p><b>Answer No 463:</b></p> <p>It is unclear what exactly with “grounding” is meant (earthing or foundations or something else). Please note that all the available information is given in the tender documents and that the Contractor is responsible for preparation of the design for building permit and execution of works as well as for performance of the works according to the valid standards.</p>
<p><b>Question No 464:</b></p> <p>Please define, lightning protection system of existing stations and other structures. Could you please provide details to be considered?</p>	<p><b>Answer No 464:</b></p> <p>Please note that all the available information is given in the tender documents and that the Contractor is responsible for preparation of the design for building permit and execution of works as well as for performance of the works according to the valid standards.</p>
<p><b>Question No 465:</b></p> <p>HAZID and HAZOP study services will be provided by third parties and not in the scope of Contractor’s, please confirm.</p>	<p><b>Answer No 465:</b></p> <p>This is design and build contract and Contractor is responsible for all required designs and studies.</p>
<p><b>Question No 466:</b></p> <p>Could you please clarify whether there will be a renewable energy system (like solar energy) ?</p>	<p><b>Answer No 466:</b></p> <p>Question is not clear.</p>
<p><b>Question No 467:</b></p> <p>Could you please clarify whether there will be any BIM requirement for the project ?</p>	<p><b>Answer No 467:</b></p> <p>All requirements are stated in the Employer’s Requirements.</p>

<p><b>Question No 468:</b></p> <p>Could you please provide detailed information for wooden sleepers and check rails to be dismantled at level crossings?</p>	<p><b>Answer No 468:</b></p> <p>Removal of wooden sleepers and check rails at road crossings is included in the schedule of prices for substructure.</p>
<p><b>Question No 469:</b></p> <p>Could you please provide detailed information for track signs and markers?</p>	<p><b>Answer No 469:</b></p> <p>The relevant information related to railway equipment can be found in Volume 3, 3.2 Technical specifications (03-II SUPERSTRUCTURE)</p>
<p><b>Question No 470:</b></p> <p>Could you please provide detailed information for grease fittings, track lubricators and the track welding?</p>	<p><b>Answer No 470:</b></p> <p>Please see answer to question No 469.</p>
<p><b>Question No 471:</b></p> <p>As per ITT "The Employer shall arrange full closure of the railway in the period from 1st April 2023 till 1st July 2023." On the other hand, it is stated as "The Employer shall arrange full closure of the railway in the period from 1st April 2023 till 1st August 2023" in Particular Conditions of Contract. Please clarify the closure period of the railway.</p>	<p><b>Answer No 471:</b></p> <p>Please see Corrigendum no. 1.</p>
<p><b>Question No 472:</b></p> <p>As per ITT (on page 9/23) it stated as "Proof documents, declarations and undertakings according to clauses 3.1-3.6 above." Please clarify for which items those documents should be provided.</p>	<p><b>Answer No 472:</b></p> <p>Please note that this is referring to Article 3 Participation and sub article 3.1 to 3.4.</p>
<p><b>Question No 473:</b></p> <p>According to General Employer's Requirements (Page 29/125), "The design envisages installation of the rails type 60E1 with a hardness of 260 and a length of 75 m on concrete sleepers" and "the design envisages installation of rails type 49E1 with a hardness of 260 and a length of 75 m". On the other hand, according to 03 II SUPERSTRUCTURE TECHNICAL SPECIFICATION (Page 2/47), minimum length of rails shall be 60 m. Please kindly clarify minimum length of rails.</p>	<p><b>Answer No 473:</b></p> <p>Please see answer to question No 90.</p>

<p><b>Question No 474:</b></p> <p>According to the General Employers Requirements of the project Reconstruction of civil engineering infrastructure and electrification on the Nis-Dimitrovgrad railway Line , Section Prosek-Dimitrovgrad Volume 3.1 General Employers Requirements clause 2 Background it is stated "The line should be repaired, electrified, equipped with modern signalling, interlocking and telecommunication devices and capable of combined transport." however BOQ 032 3 1 Electrification OCL Prosek Dimitrov Schedules of Prices do not have items for signaling,interlocking and telecommunication devices. Kindly clarify the scope related to signalling and telecommunication.</p>	<p><b>Answer No 474:</b></p> <p>New signaling and telecommunication sub-systems are not included in the scope of this contract (excluding temporary radio network)</p>
<p><b>Question No 475:</b></p> <p>Kindly clarify there is an existing signalling system under operation within the section subject to this tender, and if there are requirements to dismantle, keeping operational during the construction or for any upgrading.</p>	<p><b>Answer No 475:</b></p> <p>The signaling system on the section to be reconstructed is mechanical with visual signals, and is not fully functional. During the reconstruction, this system is dismantled without any obligation for maintenance or operation during construction. A radio network is planned for the traffic. Please see also the answers to questions 71,73 and 253.</p>
<p><b>Question No 476:</b></p> <p>Kindly clarify there are telecommunication systems under operation within the section subject to this tender, and if there are requirements to dismantle, keeping operational during the construction or for any upgrading .</p>	<p><b>Answer No 476:</b></p> <p>Existing telecommunications systems will be dismantled, with no obligation to maintain or upgrade.  Please see also the answer to question 475.</p>
<p><b>Question No 477:</b></p> <p>According to the 4/1.0 Overhead contact line — General solutions and requirements clause 2 electrification page 13 return line, it is stated that "There are axle counters on the section from Prosek to Dimitrovgrad." . Kindly clarify their operational condition and if they will be dismantled and handed over to the Client, or they will be kept operational.</p>	<p><b>Answer No 477:</b></p> <p>There are no axle counters on the sections to be reconstructed. The clause only states that the electrified line will be equipped with axle counters when the installation of signaling and telecommunication systems is completed. There are sensors for crossings that need to be dismantled and handed over to the Client. Please see also the answers to questions 475 and 476.</p>
<p><b>Question No 478:</b></p> <p>According to 01 3.1. GENERAL EMPLOYER REQUIREMENTS. Sićevo (Prosek)-</p>	<p><b>Answer No 478:</b></p> <p>Please see the answers to questions 475 and 476.</p>



<p>Dimitrovgrad finals clause 3.2.9 the tender covers protection and relocation work for the existing telecommunication and signalling system However the condition of the existing system is not clear. Please clarify the conditions of the existing systems and related works under this tender.</p>	
<p><b>Question No 479:</b></p> <p>4. According to the specification 07 Overhead contact line General requirements clause 4 page 77-83 , it is defining the traction power remote control system (Scada), however there is no BOQ within tender documentation. Please clarify under which BOQ item , this scada system shall be priced.</p>	<p><b>Answer No 479:</b></p> <p>Please see the schedules of prices for TSS and SF and activities related to Electro Equipment and Works (i.e. work sheets X.X-IV, e.g. file 033_3_2_TSS Bela Palanka, work sheet 3.2-IV TSS BPal El Equip, Item V. Protection-Control).</p>
<p><b>Question No 480:</b></p> <p>5. According to the specification 07 Overhead contact line General requirements page 77 clause 3 remote control system , it is stated "the design for remote control is a completely different project" . However in this same page 77 clause 4 defines the remote control system. Please clarify whether remote control system is in the scope of this tender or not.</p>	<p><b>Answer No 480:</b></p> <p>Please see the answers to questions 47, 48, 74 and 75.</p>
<p><b>Question No 481:</b></p> <p>According to the specification 07 Overhead contact line General requirements clause 4.1 it is stated "The Remote Control Centre (RCC) to be installed at Nis" and clause 4.2 "The entire Corridor Xc Eastern Section, shall be controlled from the Remote-Control Centre (RCC) which will be located at IZS premises at a room provided by IZS." please clarify the location of the RCC to be installed.</p>	<p><b>Answer No 481:</b></p> <p>Please see the answer to question 480.</p>
<p><b>Question No 482:</b></p> <p>According to the specification 07 Overhead contact line General requirements clause 5.1 Page 82 stated "The project of electrification of the railway Niš - Dimitrovgrad indicated the need for the construction of facilities for accommodation of SS and TC devices. The facility for accommodation of SS and TC devices was made as a standard and was placed at nine locations along the route in question in the following official places" however, there is no tender documents or BOQ related. Please clarify whether those facilities</p>	<p><b>Answer No 482:</b></p> <p>Facilities (technical buildings) for accommodation of SS and TK devices are not the subject of this Tender.</p>

<p>exist or not, and what are the requirements in terms of area, number of rooms, finishes, electrical and mechanical installations at each location in case they do not exist and required to be built within this tender.</p>	
<p><b>Question No 483:</b></p> <p>Regarding Adaption of the station buildings , According to Annex , information 3 "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." please clarify if the existing buildings shall be rehabilitated or it shall be demolished and build completely as new stations with their electrical and mechanical services ?</p>	<p><b>Answer No 483:</b></p> <p>Please see answer to question No 389.</p>
<p><b>Question No 484:</b></p> <p>Exterior lighting is not mentioned neither in tender documents. Is there any requirement for the exterior lighting at the stations , platforms or around the stations ?</p>	<p><b>Answer No 484:</b></p> <p>Such areas must be equipped with adequate lighting – reference to the Rulebook for Traffic Operations of SRI. Accordingly, the exterior lighting is obligatory and consistent part of the works for each of the service places for railway infrastructure regardless whether it is specifically mentioned in the scope. Please note that the Contractor is responsible for preparation of the design for building permit and execution of works as well as performance of the works according to the valid standards.</p>
<p><b>Question No 485:</b></p> <p>According to the specification 07 Overhead contact line General requirements section 3 traction facilities page 65 Sectoring plants it states that "A sectoring plant (SP) is a 25 kV substation that enables connection, disconnection, power and protection to the overhead contact line sections. Three SPs will be built in Sicevo, Beta Palanka and Pirot stations. Three SPs will be built in Dolac, Ciflik and Pirot stations." Please clarify which locations are correct ?</p>	<p><b>Answer No 485:</b></p> <p>Data for EVP and PS / PSN are given in Book 4.2 and 4_OCL General requirements. According to the project, there are two EVPs Bela Palanka and Sukovo and three PS / PSN sectioning plant; Dolac, Ciflik and Pirot, and sectioning plant with neutral conductor "Staničenje";</p>
<p><b>Question No 486:</b></p> <p>According to the the specification 07 Overhead contact</p>	<p><b>Answer No 486:</b></p> <p>The fire alarm system does not apply to technical buildings for SS and TK that are not part of this contract.</p>

<p>line General requirements section 6.1 Fire Alarm systems it is stated "Fire alarm system is planned at the station and technical buildings. System is designed for monitoring all spaces within the buildings except sanitary facilities." For the technical buildings tender BOQ is provided however for the stations please clarify under which tender BOQ, fire alarm system shall be priced</p>	<p>Please see also the answer to question 482.</p>
<p><b>Question No 487:</b></p> <p>According to the specification 07 Overhead contact line General requirements section 6 Fire Video Surveillance System it is stated "Video Surveillance System is provided for monitoring of entrances, waiting rooms and other public spaces inside the buildings, technical rooms, external spaces, relevant points within the stations and sections between the stations." please clarify under which tender BOQ , the video surveillance shall be priced</p>	<p><b>Answer No 487:</b></p> <p>The video surveillance system does not apply to technical buildings for SS and TK that are not part of this contract. Please see also the answer to question 482.</p>
<p><b>Question No 488:</b></p> <p>According to the specification 07 Overhead contact line General requirements section 5.3 it is stated ;The electrification of the Niš - Dimitrovgrad railway indicates the need for a facility at the Pirot railway station complex for accommodation of employees and equipment of the section for maintenance of stable electric traction plants (SSET) and electric power plants (EDF) of ETP in Pirot, which is the subject of this DCP project. Please clarify whether it is the scope of this tender or not. if it is the scope of this work, please provide specific requirements, drawings and BOQs for pricing.</p>	<p><b>Answer No 488:</b></p> <p>Please see the answer to question 327.</p>
<p><b>Question No 489:</b></p> <p>3.1. GENERAL EMLOY.REQUIR. Sićevo (Prosek)-Dimitrovgrad final "5.1.8 level crossings, There are a large number of level crossings secured by road signals with visibility triangles, as well as a small number of level crossings secured by barriers or half-barriers. , however, there is no specification provided regarding the level crossing barriers and their operating principles. Such as if they will be manually operated or automatically or should they be interfaced and integrated with the railway traffic and road traffic electronically. Please clarify.</p>	<p><b>Answer No 489:</b></p> <p>Please see the answers to questions 240 and 370.</p>

<p><b>Question No 490:</b></p> <p>01 3.1. GENERAL EMLOY. REQUIR. Sićevo (Prosek)- Dimitrovgrad final, 5.1.B.1 Road traffic signalization and equipment Due to the reconstruction of the railway line Niš - Dimitrovgrad, it was necessary for all level crossings to be equipped with appropriate traffic signs and equipment. Traffic signs and road equipment are harmonized with the construction solution and the adopted chainage of the road alignment.</p> <p>Traffic signing The code (numerical mark) indicates the elements of the traffic signing. The class of material used for traffic signing is in accordance with SRPS standards and the Rulebook on traffic signalization (85/2017) and class is 2.</p> <p>The traffic signs applied in this design are warning signs and signs of explicit orders prescribing prohibitions i.e. restrictions.</p> <p>from the above description we understand that there is no traffic lights requirements for the level crossing areas and all the road signs mentioned are static without any light. please clarify.</p>	<p><b>Answer No 490:</b></p> <p>Please see the answers to questions 240 and 370.</p>
<p><b>Question No 491:</b></p> <p>In CORRIGENDUM No. 1 to the TENDER DOSSIER, it is stated as "If and as included in the single schedules of Volume 4" . Please kindly provide the list of plant and materials that the payment will be made when delivered to site and the method of payments for the plant and materials on site.</p>	<p><b>Answer No 491:</b></p> <p>Please see Volume 4.</p>
<p><b>Question No 492:</b></p> <p>It is stated that "The project for a building permit is subject to technical control.</p> <p>Technical control of the Building Permit Project is obtained by the Contractor and the technical control labor costs are included in the offered price." in General Requirements page 103/125. But also in same page, it is stated "Technical control is obtained by the Investor on the Project for the construction permit, prepared by the Contractor."</p> <p>Please clarify that who will be responsible to obtain Technical control of the Building Permit Project?</p>	<p><b>Answer No 492:</b></p> <p>Please see answer to question no. 130.</p>

<p><b>Question No 493:</b></p> <p>Please clarify that who will be responsible to obtain the building permit of Project?</p>	<p><b>Answer No 493:</b></p> <p>Contractor is responsible for preparation of all documentation required for obtaining all permits under the project. Formal submission of documentation to the authorities is done by the Employer.</p>
<p><b>Question No 494:</b></p> <p>It is stated that "The cost of the application to the MCTI for the Construction Permit is to the Employer and/or the End Recipient." in general employer requirement. According to our understanding Employer will be responsible to obtain the construction permit of the Project. Please confirm.</p>	<p><b>Answer No 494:</b></p> <p>Please see answer to question no. 493.</p>
<p><b>Question No 495:</b></p> <p>Temporary and local Radio network is required according to referred BOQ, please clarify the differences between local and temporary radio network and their specification.</p>	<p><b>Answer No 495:</b></p> <p>No difference - it's the same radio network. The difference is in the terminology used.</p>
<p><b>Question No 496:</b></p> <p>Temporary and local Radio network is required according to referred BOO, please clarify why the system is called temporary ? Will the temporary radio network be handed over to the Employer at the completion construction project ?</p>	<p><b>Answer No 496:</b></p> <p>Please see the answer to question 495. The radio network shall be handed over to the Employer after the completion of the works.</p>
<p><b>Question No 497:</b></p> <p>Due to the unforeseen circumstances surrounding the COVID-19 pandemic and especially the recent fast spreading of the Omicron variant, we are kindly requesting JSC Serbian Railway Authority to consider granting an extension of time of additional three (3) weeks for the submission of the tender offer. As a matter of fact in the last fifteen days many of our international and local counterparts among suppliers, subcontractors, consultants and others, are having serious troubles in making themselves available and responsive to the various issues related to preparation of our offer and quote. This is also affecting the evaluation and changes following the clarifications which have been made available after the initial Questions &amp; Answers round.</p>	<p><b>Answer No 497:</b></p> <p>Please note that no further extension is possible.</p>

<p>Finally, please consider that the Tender must be submitted in printed form and delivered to JSC Serbian Railway Infrastructure head office in Belgrade, in this respect please also consider that travelling of our staff, both in the bid preparation phase and for the coming closing session is being seriously affected by the various different limitations and constraints.</p> <p>We appreciate your consideration of this important issue which is generating a situation of force majeure, and we are looking forward to your positive response in order to be able to submit an offer of the highest quality both in terms of technical contents and competitiveness.</p>	
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**End**