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Date 29th May 2023

Invitation to the Preliminary Market Consultation for the Preparation of Tender Specifications for a Public Procurement "Implementation of ETCS Regional Beroun – Nižbor"

Dear Madam, Dear Sir,

Správa železnic, státní organizace (hereinafter referred to as the "**Contracting Authority**") hereby informs you of the upcoming public contract "**Implementation of ETCS Regional Beroun – Nižbor**". This tender will be preceded by a Preliminary Market Consultation (hereinafter referred to as "**PMC**"). In the PMC, the Contracting Authority aims to obtain relevant information for the proper definition of the scope of performance, tender conditions, type of procurement procedure, and the method of evaluating submitted bids.

This project represents a pilot installation of ETCS Regional on the Czech railway network, on the line Beroun-Závodí (outside) - Nižbor, in the Central Bohemia Region.

The project is in line with the "Plan for Modern Interlocking of the Czech Railways – Implementation of the European Train Control System ETCS" strategy of the Ministry of Transport and with the Resolution of the Government of the Czech Republic from 2021. Both documents are fundamentals of the implementation of the ETCS system on the entire railway network in the Czech Republic by 2040 and thus a fundamental step towards increasing transport safety.

The implementation from the technical point of view is an installation of the Class A train protection system, referred to as ETCS Regional, specifically in the ETCS Level 1 Limited Supervision version (hereinafter referred to as "ETCS L1 LS"), according to the set of specifications No. 3.6.0. (Baseline 3, Release 2), system version 2.1 according to the valid CCS TSI.

This pilot project is a subject of further future development of ETCS in the Czech Republic. The Contracting Authority is considering the deployment of ATP based on ETCS L1 (technically in ETCS L1 LS and ETCS STOP variants, which require Lineside Electronic Unit (LEU) equipment) in a large scale. The trackside installations based on the principles of ETCS L1 LS and ETCS STOP shall cover more than 6,000 km of lines in Czech Republic. This should increase safety of these lines by applying train protection equipment according to the CCS TSI, as these lines are not equipped with any ATP (Automatic Train Protection) equipment yet.

The aim of the PMC is to get an overview of the current market situation, the possibilities of suppliers and to clarify the issues necessary for the upcoming tender.

The PMC is pursuant to Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on Public Procurement and repealing Directive 2004/18/EC and pursuant to Section 33 of Act No. 134/2016 Coll., on Public Procurement, as amended (hereinafter referred to as the "**Act**"), the Contracting Authority has the possibility to negotiate with contractors (or other relevant persons) in order to prepare the public procurement and to inform economic contractors about its plans and requirements in the procurement process – the Contracting Authority may also identify contractors' options and, where appropriate, their proposed solutions in the framework of the PMC.

Form of PMC: in-person meeting

Method of PMC

The PMC will cover the topics in Annex 1 of this Invitation. The Contracting Authority will negotiate and seek answers to the questions listed in Annex 1 – Set of Questions. The scope of topics and questions may be changed by Contracting Authority before and during the PMC.

The PMC will be conducted in the form of a meeting, of which the Contracting Authority is entitled to make an audiovisual recording. Minutes will be taken after the meeting. Suppliers attending the PMC consent to the taking of an audio-visual recording and minutes. The recording may be used and shared with authorised persons as permitted by law.

If the Contracting Authority concludes after the end of the first PMC round that some topics remain unclear, controversial or that there is a need for further additional questions, the another PMC may take place. The supplementary PMC may be performed orally, in person or online, or in writing. This procedure may be repeated by until all information necessary for the procurement is received. In any subsequent rounds of the PMC, the Contracting Authority shall always address at least those suppliers who expressed an interest in the PMC in the previous round.

The meeting is addressed to potential suppliers with maximum of 2 persons per supplier in the PMC. It is up to the suppliers to choose the persons attending the meeting, however, to achieve maximum efficiency of the meeting, the Contracting Authority recommends that the following persons attend the meeting on behalf of each supplier: a sales manager and a senior engineer-developer.

The meeting will be conducted as a joint consultation with all participants. Participation is subject to the inclusion of their name on the attendance list, including the person (supplier) they represent and the language in which they are prepared to speak. The Contracting Authority assumes that the negotiations will be conducted bilingually (in Czech and English).

A preliminary market consultation will be held on 28th June 2023 at 1:30 PM at the headquarters of the Contracting Authority at Dlážděná 1003/7, Prague 1, Czech Republic, in Room 232 (2nd floor).

If you are interested in participating in this PMC, please confirm your participation by sending an email to:

Konopac@spravazeleznic.cz

no later than 19th June 2023.

In the confirmation of participation (application form), the supplier should indicate at least:

- the name and registered office of the supplier;
- supplier's ID No.;

- the names and titles of the persons attending the meeting;
- the language in which the participant is prepared to act.

For further information regarding the PMC, please contact:

Name of the person: Ing. Tomáš Konopáč

Email: Konopac@spravazeleznic.cz

Participation of foreign contractors is anticipated in the procurement, therefore this invitation, including its Annexes, is published in Czech and English. The Contracting Authority points out that in case of conflicting interpretations of the two language versions, the version in the Czech language shall prevail. **During the negotiations, if necessary according to the communicated interest, the Contracting Authority will provide interpretation into/from English.**

The Contracting Authority informs that the forthcoming public contract is planned to be awarded as an public procurement, awarded in an open procedure (Section 56 *et seq.* of the Act) or in a negotiated procedure with prior publication (Section 60 *et seq.* of the Act).

Anticipated date of the start of the works on the project Q4/2023 and the anticipated date acceptance of the completed project is Q4/2024. These dates may (in particular) be a subject of change.

The Contracting Authority expects the total cost of the implementation of the respective public contract to be no more than CZK 28 million excluding VAT (for the pilot project Beroun-závodí (outside) – Nižbor only; for the following equipping of the ETCS L1 LS and ETCS STOP on the railway network, as mentioned above, we expect the scope of costs to be significantly higher in the future). The Contracting Authority notes that this is a pilot project which may influence its approach in future projects.

The PMC must not lead to a breach of the basic principles of the Act No. 134/2016 Coll. The course and outcome of the preliminary market consultation will be recorded as described above. The information from the preliminary market consultations used in the terms of reference of the respective public contract will be explicitly marked in the tender documentation in accordance with Section 36(4) of the Act, and the persons who participated in the PMC will be identified.

Thank you for your cooperation.

Yours sincerely,

Ing. Pavel Paidar

Director of the Construction Planning Department

Annexes:

Annex 1 – Set of Questions

Annex 2 - Implementation of ETCS Regional Beroun – Nižbor (Simplified documentation)

Set of Questions

General

Are you interested in implementing the ERTMS/ETCS Regional system on the railway network in Czechia as part of the upcoming public contract?

If NO, could you please elaborate the reason.

If YES, please answer the following questions.

Technical Part

1. How do you anticipate addressing the connections of the LEU implemented to the existing equipment (safety equipment, diagnostic systems, operating applications, etc.)?
2. How does the LEU archive all state changes of inputs and outputs that may affect the currently transmitted telegram?
3. How quickly can the LEU respond to operational and fault state changes to ensure a correct transmission of telegrams based on the new operating conditions?
4. With what accuracy is the LEU able to detect slowly flashing light (illumination interrupted 54 times per minute, with 90 percent accuracy, and the light-on and light-off ratio is 1:1, with 90 percent accuracy) and rapidly flashing light (illumination interrupted 108 times per minute, with 90 percent accuracy, and the light-on and light-off ratio is 1:1, with 90 percent accuracy)?
5. How is the security of the facility or cabinet in which the LEU is located addressed to protect it from unauthorized entry ?
6. How can the upper and lower limits of the operational interval of the measured inputs and the upper and lower limits of the threshold interval of the measured inputs be set for all measured analog inputs (e.g. signal circuit)?
7. Do you plan or already have an implementation of any of the interfaces according to the EULYNX specifications?
8. How will the technical description of all interfaces, the state of which affects the transmitted telegrams in the handover documentation, including application and business conditions for further use in the SZCZ network, be executed?
9. What are the power supply voltage options for the LEU supplied by you?
10. What are the relevant power supply voltage tolerances for DC 24 V and AC 230 V, if these voltages can be used to power the LEU?
11. Is the LEU supplied including the SW and HW needed to download and display the configuration and archives of the LEU? Alternatively, can this HW and SW be supplied?
12. Does the LEU allow remote diagnostics, transmitted via a data connection (e.g. using IP protocol)?
13. Is it possible to change the configuration of the LEU without the presence and cooperation of the supplier?

14. What are the requirements for preventive maintenance of the LEU?
15. What is the Mean Time Between Failures (MTBF) of the LEU?
16. Is the LEU capable of sensing the state of the signaling or relay circuit within the sensing range of 12V ($\pm 33\%$) and 1.6A (+20% and $\pm 50\%$ due to night mode), when measuring the secondary branch of the signaling transformer and 230V ($\pm 33\%$) and 0.5A (+20% and $\pm 50\%$ due to night mode), when measuring the primary branch of the signaling transformer?
17. How long do you guarantee the availability of spare parts needed to maintain the operational capability of the LEU?
18. What are the approximate dimensions required for the installation of the LEU?
19. What is the maximum number of Eurobalises that can be controlled from one LEU?
20. Does your solution allow for the interconnection and transfer of information about the state of the safety equipment between individual LEUs, including the creation of dependencies? If so, how is the communication implemented, including the used transmission medium?

Operational Capability Part

21. Is your company interested in providing maintenance, support, and upgrades of the supplied ETCS solution for the entire lifespan of the implemented system? For how long?
22. How do you propose to define the contractual settings for dealing with infrastructure changes that result in the need to modify the safety equipment and ETCS, during construction, during the warranty period, and after its termination?
23. Do you consider it a standard approach to request an upgrade of the supplied system for its life cycle, considering future infrastructure constructions (e.g. change of railway station traffic program, etc.)? Please, justify.
24. Is your company willing to provide the necessary HW and SW for the configuration change of LEU units including ensuring training of maintenance staff and setting up internal processes for configuration changes without supplier cooperation?
25. How do you propose to solve the issue of equipment upgrades, SW upgrades, in the case of ETCS also the issue of SW upgrades due to transitioning to newer specification versions after the project implementation?
26. Would your company be interested in LEU deliveries within a long-term framework contract? If so, for how long and in what annual volumes? The contracting authority expects deliveries of approximately 20 LEU units per year.

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