

Invitation to Preliminary Market Consultation on the preparation of the Terms of Reference for the public contract entitled "Special vehicles for catenary inspections and maintenance" (hereinafter referred to as *the "Invitation"*)

Dear Madam, dear Sir,

Správa železnic, státní organizace (hereinafter referred to as the "*Contracting Authority*") hereby informs you of its intention to gradually acquire new vehicles for catenary maintenance in the total scope of approximately **50 vehicles** by 2040.

Of this number of vehicles, the Contracting Authority plans to purchase approximately 10 vehicles by 2030 and then another 4 vehicles per year between 2031 and 2040.

For the procurement of the first 26 vehicles (until 2034), the Contracting Authority is considering two forms of contractual relationship:

- a contract for 26 vehicles, with a time frame for two delivery periods (ten vehicles by 2030 and another 16 vehicles by 2034).
- a contract for 10 vehicles to be delivered by 2030, subject to a possible extension for a further 16 vehicles to be delivered by 2034.

In connection with the acquisition of approximately the first half of the total number of these vehicles intended, i.e. the above mentioned **26** vehicles, Správa železnic currently expects to **launch the tender procedure** for the public contract entitled "*Special vehicles for catenary inspections and maintenance*" **in the first half of 2025**.

In view of these periods, the Contracting Authority currently assumes that the completion of the procurement procedure and thus the **conclusion of the contractual relationship** for the delivery of the respective number of vehicles would, in view of the Public Procurement Act, take place after approximately 12 months, i.e. **in the first half of 2026**.

The launch of this tender is now preceded by a Preliminary Market Consultation (hereinafter referred to as "*PMC*"), which is why we are hereby addressing you with the aim of obtaining information to determine such **possible specification of the vehicle requirements** that would correspond to the intended price per vehicle and to obtain relevant information for the correct setting of the subject of delivery, the terms of reference, the choice of the type of procurement procedure and the method of how to evaluate the bids submitted. The Contracting Authority seeks to obtain high-quality deliverables that meet its needs at the intended price level.

The intended objective of the Contracting Authority is to acquire the requested vehicle at a price of **approx. CZK 100 million, i.e. approximately EUR 4 million excluding VAT** (in 2025 prices) per vehicle, and/or until approx. CZK 2.6 billion (EUR 104 million) for 26 vehicles **in 2025 prices**.

The Contracting Authority assumes that it would **bear the risk of price changes**, i.e. that the unit contract price per vehicle would be adjusted annually by the annual rate of change (inflation/deflation) in the Eurozone, depending on the delivery date of the vehicles.

The Contracting Authority also assumes that the subject of the contractual relationship will also be a comprehensive service (in the Czech Republic) during a period of approx. 10 years, as considered, and guaranteed availability of machine functionality for at least 93% of the time. For the avoidance of doubt, however, the Contracting Authority advises that the cost of this service has not been included by the Contracting Authority for the PMC purposes in the above estimated value per vehicle (approx. CZK 100 million / EUR 4 million). The Contracting Authority

further assumes that the price offered for servicing the vehicle would also be subsequently adjusted by the annual inflation rate in the Czech Republic.

In Appendix 1 to this invitation the Contracting Authority has summarised the expected basic/minimum Technical Specification of the vehicles it intends to procure (hereinafter referred to as the "Technical Specification").

The Contracting Authority asks the supplier, as part of the PMC, to study these required parameters before answering the questions below.

The PMC is, according to the European Procurement Directive (2014/24/EU) and similarly the Sectoral Procurement Directive (2014/25/EU), an option for the Contracting Authority's to communicate with suppliers and identify (possibly other relevant persons) their options and proposals for solutions before awarding the public contract. The model chosen presents the intention of the Contracting Authority, including some proposed details of both the subject of the procurement and the procurement procedure. Suppliers may comment on the proposed contract parameters. This will increase the transparency of the procurement procedure and lead to the obtaining of relevant and objective information on market opportunities, so that the Contracting Authority can set the procurement conditions and the overall solution of the procurement procedure in the optimum way. The organisation of the PMC is also fully in accordance with Art. § Section 33 of Act No. 134/2016 Coll., on Public Procurement, as amended (hereinafter referred to as "ZZVZ").

PMC format: written (with the possibility of continuation in further rounds, according to the needs of the Contracting Authority).

PMC organisation:

The Invitation is intended for potential suppliers within the meaning of the ZZVZ. The Contracting Authority has published this Invitation on the profile of the Contracting Authority via the electronic tool E-ZAK (<https://zakazky.spravazeleznic.cz/>), under the title "**Předběžná tržní konzultace – Speciální vozidla pro kontrolu a údržbu trakčního vedení**" ("**Preliminary Market Consultation – Special vehicles for catenary inspections and maintenance**"), under the URL link <https://zakazky.spravazeleznic.cz/vz00015077>. More information on the PMC will be published in the same place when needed.

This Invitation was sent by e-mail to suppliers known to the Contracting Authority, which the Contracting Authority believes, based on its own knowledge of the market, could potentially offer what is the subject of the PMC.

For more information you can contact:

Contact: Bc. Nela Šujanová
e-mail: Sujanova@spravazeleznic.cz

The Contracting Authority reserves the right to conduct further rounds of the PMC, during which personal meetings with individual suppliers may be held to consult the intended solution. The Contracting Authority also reserves the right to invite any number of participants from the previous round to the next round, but will always proceed in such a way as not to favour any of the participants, and in particular will not provide any additional information to the participants in the second round.

The PMC is conducted in Czech and English, but the Contracting Authority reserves the right to determine other languages for individual rounds of the PMC or parts thereof.

If you are interested in participating in this PMC, please send the requested information to the above e-mail address.

Please deliver your answer no later than on 31 July 2024 in Czech or English or with a translation into Czech or English.

The supplier shall state in its response at least the following:

- name of the supplier and supplier's registered office;

- supplier's registration number (or, in the case of foreign persons, another unique supplier identifier);
- name and function of contacts, including contact details (at least e-mail);
- answers to the requested questions

The Contracting Authority is considering the parameters of the vehicles it will procure and the dependence of the technical specification on the resulting price will be the primary base for the tender specification. Therefore, the Contracting Authority would like to assess chassis and axle vehicles variants; variants of vehicles with a high-lift platform combined with a second work platform, compared to a vehicle with only the high-lift platform. The Contracting Authority will decide between the purchase of a vehicle with a length over the bumpers of approximately 13 m and a vehicle with a length over the bumpers of approximately 20 m. In every option, the Contracting Authority will also consider variants in vehicle design depending on the method of power transmission (hydraulic, electric). In the case of electric power transmission, the Contracting Authority will also consider the diesel-electric drive variant, where the electric power transmission serves only to transfer power from the diesel engine to the traction motors, and the diesel-electric drive variant with preparation for the installation of traction batteries only and the variant with traction batteries installed. For the avoidance of doubt, we note that the Contracting Authority assumes a diesel drive (independent traction) in all variants and alternatively a combination of diesel and electric (battery-powered) drive. The Contracting Authority does not consider the option of dependent electric traction in any combination.

QUESTIONS:

- 1) Complete, edit or modify the Technical Specification so as to describe the vehicle that you can offer within the requested price per vehicle and within the requested total price for 26 vehicles (i.e. CZK 2.6 billion and/or approx. EUR 104 million excluding VAT in 2025 prices) to the Contracting Authority.**

Suggest to the Contracting Authority such specification in the variants considered by the Contracting Authority as you are able to offer, keeping to the price fixed as determined by the Contracting Authority.

Enter for the vehicle variant with a length over bumpers of approximately 13 m and for the variant with a length over bumpers of approximately 20 m; and/or for the axle vehicle and chassis vehicle variant.

If you have already supplied a similar vehicle, please provide examples of similar scope and nature of the contracts you have completed (in particular description of the subject of the contract, financial value, period of execution, client, etc.).

- 2) In case your proposed specification according to the requirement of the previous point does not include a variant of the lifting and swivelling work platform / platform (always required, see also Appendix 1) in combination with a second work platform, make an indicative evaluation of this variant while maintaining other technical specification according to point 1.**

If you have already supplied a similar vehicle, please provide examples of similar scope and nature of the contracts you have completed (in particular description of the subject of the contract, financial value, period of execution, client, etc.).

- 3) In case your proposed specification as required by the previous points 1 and 2 does not include an electrical power transmission variant, please also provide an indicative valuation of this option while maintaining the other technical specification as per point 1.**

If you have already supplied a similar vehicle, please provide examples of similar scope and nature of the contracts you have completed (in particular description of the subject of the contract, financial value, period of execution, client, etc.).

- 4) Set the price for variant 3 where you include preparation for the use of traction batteries (i.e. for diesel-electric (battery-powered) drive with electric power transmission). Set the price for this variant in the sub-variant with battery drive preparation only and in the sub-variant with traction batteries.**

If you have already supplied a similar vehicle, please provide examples of similar scope and nature of the contracts you have completed (in particular description of the subject of the contract, financial value, period of execution, client, etc.).

- 5) Please provide any other suggestions that would, in your opinion, lead to meeting the objective of obtaining bids in the required price range (e.g. suggestions on delivery schedules, quantity discounts, price indexation; or other suggestions on setting technical specifications, etc.).**
- 6) Modify the Technical Specification as well as the indicative price for the case where two vehicles from the above delivery should be operated in tunnels and on bridges longer than 5 km.**
- 7) Modify the Technical Specification as well as the indicative price for the requirement of electric power transmission with traction batteries installed to provide battery power for vehicles in working mode.**
- 8) Provide the estimated operating costs by taking into account the power transmission method (hydraulic, electric, electric using traction batteries) for a horizon of 20 years, ideally as a percentage of the vehicle purchase cost.**
- 9) Please provide the possible delivery period or a possible schedule (basic milestones) for the delivery of 10 or 20 vehicles.**

10) Other questions:

- How many different types of vehicles with a closed body has your company implemented in the catenary repair and maintenance vehicle segment?**
- What is the predominant power transmission for catenary repair and maintenance vehicles in your company? State the reasons for that.**
- Which lifting equipment and work platform suppliers does your company prefer for installations on catenary repair and maintenance vehicles? State the reasons for that.**

The Preliminary Market Consultation must not lead to a breach of the fundamental principles of the ZZVZ. The conduct and outcome of the PMC will be recorded in a report produced by the Contracting Authority. The information from the PMC used in the Terms of Reference of the public contract to be awarded will be explicitly identified in the tender documentation, including the persons who participated in the result, in accordance with Section 36(4) of the Public Procurement Act.

This invitation to the Preliminary Market Consultation was prepared in Czech with a translation into English.

Thank you for your cooperation.

Yours sincerely

Ing. Karel Švejda, MBA

Deputy Director General
for Rail Operability

Appendices:
Appendix 1 – Technical Specification

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A) Required activities on the catenary using a vehicle

With the help of a special traction vehicle for maintenance and repairs of the catenary, it is necessary to ensure:

- a) Preventive maintenance of the catenary (inspections, checks, regulations)
- b) Troubleshooting of catenary faults caused by:
 - operation of electric traction vehicles,
 - weather (strong winds, storms, trees falling on the power lines),
 - railway accidents.

B) Basic parameters and equipment of the vehicle intended by the Contracting Authority for the provision of the required activities

- Vehicle of a body construction
- Maximum vehicle operating speed and speed at (vehicle) composition in the train of 120 km/h or more
- Maximum speed in self-propelled mode 100 km/h or more
- Transportation of connected cars with a minimum weight of 80 t
- Operation of installed lifting equipment on a track with an elevation of 160 mm
- Smoothly controllable working speed 0 to 10 km/h in vehicle working mode with the possibility of using remote control
- Possibility of transporting materials, tools, spare parts, short-circuit kits, signals for electric operation with a total weight of minimum 2500 kg
- Vehicle crew minimum 6 persons (including driver and conductor)
- Lifting and swivelling work platform / platform for working on the catenary within the range of the overhead contact wire height above rail top in the range of minimum 4.95 m; maximum 6.3 m. (Note: essential basic vehicle equipment)
- Blocking the movement of platforms and machinery into the area of the track that is in operation
- Supplying hand tools with electric power or pressurised air
- Handling of overhead contact wires by means of a guiding and fixing device
- Possibility to acquire a digital record of the catenary measurement
- Device for adjusting the overhead contact wire to the desired height above the rail top
- The vehicle will be equipped with a V voltage supply of minimum 15 kVA for powering the on-board grid
- Installation of electric outlets on the vehicle for powering tools and appliances with 230 V and 3 x 400 V
- A charger for all batteries on the vehicle, powered from an external 230 V (400 V) source and from the vehicle's on-board grid, or from an independent power supply system (power station)
- Possibility of powering the 230/400 V on-board grid from an external grid via floating input for moderately heating the vehicle (cabin, combustion engine)
- Directional lights for overhead contact wire lighting and lights for illuminating areas around the vehicle for working in difficult light conditions
- Vehicle heating and air-conditioning system using heating and air-conditioning units
- **Suitable additions beyond basic intended equipment:** Crane with the possibility of installing a basket for 2 persons, with a minimum reach of 14 m, basket carrying capacity minimum 230 kg

C) ETCS + STM LS and vigilance control

- Equipping the special vehicle with the ETCS mobile part level 2 (BL3 R2 – version 3.6.0)
- The specific transmission module for the national train control system for the Czech Republic (STM LS) must be part of the installation
- The vehicle must be equipped with a driver vigilance control system
- The vehicle must be equipped with an approved (for use by Správa železnic) multi-mode radio station with two control stations (GSM-R, GSM-P, voice and data)
- The vehicle must be equipped with an intercom system for crew communication

D) Further requirements

- Sanitary facilities for the crew including an incinerating toilet.
- Crew compartment separated from driver's cab.