

EXPLANATION OF THE COMPETITION TERMS AND CONDITIONS NO. 6

On 4 February 2019, Správa železniční dopravní cesty, státní organizace, with its registered office at Dlážděná 1003/7, Prague 1, Postcode 110 00, ID No.: 709 94 234 (the “**Contracting Authority**”) commenced a procurement procedure on the architectural design competition called “**Architectural Design of the Veleslavín railway station**” published in the Tenders Electronic Daily under registration no. Z2019-004321 (the “**Design Competition**”). The Design Competition has been announced as an open design competition pursuant to Section 145 of Act No. 134/2016 Sb., on Public Procurement, as amended (the “**PPA**”).

On 24 February 2019 and on 25 February 2019 the Contracting Authority received written request for explanation of the Competition Terms and Conditions pursuant to Section 98(2) of the PPA from prospective participant. The Contracting Authority provides the additional explanation of the Competition Terms and Conditions in both Czech and English languages.

	Request of the enquirer where the explanation was provided based on a request for explanation	Explanation of the Contracting Authority
1.	<i>In Explanation of the Competition Terms and Conditions no. 3. point 5, the answer regarding a request for a technical drawing of the track design was that the 3D model was sufficient for the design of the station. We disagree with that contention, and request a serious project material underlying the design of the station with an unambiguous specification of binding parameters. The 3D model is not attached to a coordinate point field (JTSK uniform trigonometric network system – altimetry and planimetry), and thus its position is not clearly defined. In the supplement to the underlying material dated 13 February 2019, 06:36 p.m., the 3D model was even placed outside the digital cadastral map, which further makes the exact position even more uncertain.</i>	<p>The Contracting Authority states in this respect that the 3D model of the existing condition (survey), which constitutes part of the Competition Terms and Conditions, is sufficient as underlying material for the design of the station, as it is executed in the JTSK system.</p> <p>For the purposes of clarification, the Contracting Authority states that it is necessary to choose the appropriate view in the CAD programme menu “Zobrazit/3D pohledy/Horní pohled”, such as in AutoCad. The Contracting Authority adds that the model comprises various layers – both the existing condition and the exactly designed position of the tracks, including all binding altitudes and power lines. The model is not attached to the coordinate field; nevertheless, the drawing of the cadastre map is clearly defined and so the Contracting Authority is of the opinion that the position of the model is also defined accurately.</p>
2.	<i>Digital documentation of the track design is used in the scheme for layout of graphical schedules in Annex 7. Why can this document not be submitted in digital form as binding?</i>	The Contracting Authority states that the designed route in digital form is part of the published 3D model.

<p>3.</p>	<p><i>For the purposes of design of the underground parking according to the requirements set out in the resolution of the Prague 6 Municipal District Council, it is absolutely necessary to know the maximum limits of the underground station, or any other binding clearance distances. Please provide a definition of the structure's limits in digital form. The 3D model only indicates the publicly accessible areas, without shell structures and without the key point – the exact position of the prepared connection to the Veleslavín railway station.</i></p>	<p>With regard to this question the Contracting Authority states that the publicly accessible parts of the subway are modelled in the published 3D model both at the level of the underpass and vestibule and at the level of the platform. For a better picture the Contracting Authority publishes, together with this explanation, a document with highlighted point of connection to the future railway station which confirms the modelling in the 3D model.</p>
<p>4.</p>	<p><i>The new structure of the Veleslavín station will result in certain demand for parking space. To satisfy that demand, is it contemplated to use the large car park defined by the Prague 6 Municipal District in the requirements concerning the extended area (underground parking for approximately 300 passenger cars)? Or should this demand be dealt with as part of the new railway station structure with an investment of SZDC?</i></p>	<p>The Contracting Authority's investment does not include a large-scale car park.</p>
<p>5.</p>	<p><i>In the answer from 15 February 2019 09:20:21 p.m. re Annex 11_Annex to Resolution of Prague 6 Council, there is missing the schedule "assignment of the Veleslavín land-use study" which is referred to in the resolution of the Prague 6 Municipal District Council, in the third paragraph from the end, as a schedule to that Resolution.</i></p>	<p>The Veleslavín land-use study is a document which only embodies the intent of the Prague 6 Municipal District in connection with the original solution for the areas surrounding the Veleslavín railway station.</p> <p>The Contracting Authority once again emphasises that the principal subject matter of the design competition is the designer's own solution for the Veleslavín railway station, and also a conceptual solution for the surrounding area concerned. In this respect, the Contracting Authority has clearly defined the territorial scope of the Surrounding Area Concerned in the Competition Terms and Conditions. The Veleslavín land-use study, in terms of its territorial focus, differs from the definition of the Surrounding Area Concerned, and thus its publication would only cause confusion with respect to the definition of the Surrounding Area Concerned.</p> <p>The Contracting Authority adds in this respect that it is convinced that it has provided ample information regarding a conceptual solution for the Surrounding Area Concerned to prospective participants for them to be able to present to the Contracting Authority their conceptual solution to the extent covered by</p>

		the Competition Terms and Conditions.
6.	<p>Please add cross-sections of the proposed track with a maximum span of the linked underground and above-ground structures of the trackbed at the following points:</p> <p>a) bridging/tunnel under Veleslavínská street</p> <p>b) point of contact of the new track with existing building of the Veleslavín railway station</p> <p>c) point where all four tracks meet (two dead-end tracks and two through “underground” tracks), including the height of the platforms</p>	<p>The Contracting Authority states with respect to this requirement that the requested cross-sections can be generated at any point from the published model – 3D model of existing condition, 3D model of proposed tracks, model cross-section of the tunnel. The height of the platform is in fixed correlation to the altitudinal solution of the tracks.</p>
7.	<p>Please add the altimetric and planimetric survey regarding the current condition of the “Surrounding Area Concerned”, with a connection to the JTSK point field. This area is not modelled in sufficient detail in the 3D model, while in fact the terrain is very varied. Altitudes are of critical importance for a serious design of the site (missing bus terminal, nearby sloping, stream regulation, etc.)</p>	<p>The Contracting Authority explains that the surrounding area concerned which is not owned by the Contracting Authority has not been surveyed in detail. The Contracting Authority is convinced that the 3D model is sufficient for a conceptual design.</p> <p>As altimetric survey of the “Surrounding Area Concerned”, the Contracting Authority recommends using the 5th Generation Digital Terrain Model of the Czech Republic (DMR 5G) by the Czech Surveying Office.</p>
8.	<p>My question is, whether for registration purposes an electronic signature of a natural person is sufficient, or whether a signature confirming entry in the commercial register is required.</p> <p>Also, Explanation of the Competition Terms and Conditions no. 2 of 12 February states that:</p> <p>“Should for any reason a potential participant be not interested in obtaining an electronic signature by themselves, the Contracting Authority advises that for the purposes of registration in the Contracting Authority’s profile and the subsequent submission of a competition entry the potential participant can be represented based on a power of attorney by a third party possessing an electronic signature.”</p>	<p>The Contracting Authority states that the signature of an individual is fully sufficient for registration. For clarification, the Contracting Authority adds that the prospective participant registers anonymously in the EZAK electronic system, i.e. also under a fictitious identification number. The Contracting Authority repeats that the prospective participant must register in the EZAK electronic system as an individual; in this context, the Contracting Authority refers to Annex No. 12 – “Instructions for the Submission of Competition Entries” which the prospective participant must follow when registering and filing the competition entry.</p> <p>Regarding the second question, the Contracting Authority states that an individual’s electronic signature is sufficient as</p>

	<p><i>Does that third party have to have an electronic signature confirming entry in the commercial register, or is a natural person's signature sufficient?</i></p> <p><i>Should the power of attorney be submitted along with the registration, or along with the competition entry?</i></p>	<p>the electronic signature of a third party.</p> <p>Regarding the last question, the Contracting Authority states that the prospective participant does not submit the power of attorney in the Design Competition. The Contracting Authority hereby clarifies that, in the explanation of competition terms and conditions no. 2, it only provided guidance for prospective participants who do not have an electronic signature necessary for the registration in the EZAK electronic system. The way in which the prospective participant arranges the registration in the EZAK system is at the participant's sole discretion. If the prospective participant uses a third party having an electronic signature for the registration, it is fully irrelevant to the Contracting Authority and to the submission of the competition entry; the prospective participant does not submit the power of attorney to the Contracting Authority. What is relevant to the Contracting Authority is the information stated in the competition entry where the electronic file "Author" includes, inter alia, a statement of authorship, which is crucial for the Contracting Authority.</p>
9.		<p>In accordance with Article 5.3 of the Competition Terms and Conditions, the Contracting Authority publishes more details regarding the viewing of the location concerned. The viewing will take place on 4 March 2019 from 10:00 am and the meeting place will be outside the current train dispatching building at the Veleslavín Railway Station.</p>

For the avoidance of doubt, the Contracting Authority states that the provision of the above explanation does not make any amendment to the Competition Terms and Conditions under Section 98(5) of the Public Procurement Act, and the deadline for submitting competition entries in the 1st stage of the Design Competition remains unaffected.

For the avoidance of doubt, the Contracting Authority publishes Annex No. 12 – "Instructions for the Submission of Competition Entries" again. No amendment is made to this annex to the Competition Terms and Conditions excluding the update of the deadline for the submission of competition entries for the 1st stage of the Design Competition. In this respect, the Contracting Authority reminds that the deadline for the submission of competition entries for the 1st stage of the Design Competition has been changed in the explanation of competition terms and conditions no. 5 and has been the following since then:

- | | | |
|---|---------------------------|---|
| 1) Graphic part | Date: 8 April 2019 | Time: until 12:00 (noon) |
| 2) Files labelled “Contact address” and “Author” in <u>electronic form</u> | Date: 8 April 2019 | Time: until 12:00 (noon) |
| 3) Portfolio in <u>electronic form</u> | Date: 8 April 2019 | Time: from 3:00 p.m. till 10:00 p.m. |

Prague, 27 February 2019