

## EXPLANATION OF THE COMPETITION TERMS AND CONDITIONS NO. 10

On 4 February 2019, Správa železniční dopravní cesty, státní organizace, with its registered office at Dlážďená 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**”).

The Contracting Authority is hereby providing an explanation of the Competition Terms and Conditions pursuant to Section 98(3) of the PPA including the exact wording of the request without identification details of the prospective participants who has requested the explanation, and also provides an explanation on its own initiative, pursuant to Section 98(1) of the PPA.

On 12 March 2019 and on 14 March 2019, the Contracting Authority received written requests for explanation of the Competition Terms and Conditions pursuant to Section 98(2) of the PPA from two different prospective participants. The Contracting Authority provides the 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.	<p><i>The Competition Terms and Conditions contain Annex 10 “Calculation of the price of the Veleslavín railway station”, which should be filled in and submitted as part of the competition entry. Is this table and its content binding, or is it merely a model form? If it is necessary to state the estimated costs of all the items, what is meant by items 5 and 6 (Bridge-underpass at km 7.986 and 8.171). The specification does not indicate that the Contracting Authority requires any connections at those points, nor is it clear whether the km marks relate to the existing or the projected track. A more precise specification would require a dwg material for the projected track which would make it possible to identify the segment in question.</i></p>	<p>The Contracting Authority states that the completed table indicating the amount of investment costs (Annex 10) is binding and that the indicated maximum price of CZK 420 million is one of the evaluation criteria for the competition entries.</p> <p>The Contracting Authority further explains that from the technical point of view the solution interconnects the platforms underneath the rail tracks by a pedestrian bridge. The relevant kilometre distance at which both the bridges should be located on the proposed railway line is being discussed.</p> <p>The bridge – underpass at km 7.986 provides for all connections for transfer from the metro to the surrounding area. At the same time, it should serve as an access to public areas of the railway station and to all railway platforms (platforms by through tracks no. 1 and no. 2 and by branch tracks no. 3 and no. 5).</p> <p>The bridge - underpass at km 8.171 serves as a connection between platforms by through tracks and the surrounding area only in the direction towards Evropská street. In this connection the Contracting Authority further specifies that the position of the bridge - underpass is not fixed and the prospective participants may propose underpasses at</p>

		different points so that they connect to their design in the surroundings of the railway station with a connection to access spaces. The only unchangeable point is the connection to the metro. The second underpass is situated at km 8.171 at the end of the platform to make the exit for passengers shorter.
2.	<i>What is the assumed thickness of the tunnel ceiling? In the model it is only 0.2 m thick which is probably not in line with the actual design. Is thus the upper face of the tunnel structure in the position of the upper face tunnel structure which is to be built?.</i>	<p>The Contracting Authority states that there has been drafted no documentation for the tunnel including an assessment which would exactly determine its dimensions so far.</p> <p>The Contracting Authority further explains that in general, a clear height of 6.5 to 7 metres from the rail face applies to railway tunnels. The Contracting Authority does not assume that the prospective participants would design their own tunnel, the representation is illustrative.</p>
3.	<i>What is the scale required for the site plan on panel no. 1? There is a discrepancy in the tender documentation (1:750 vs 1:1000)</i>	The Contracting Authority repeatedly states that prospective participants submit a situation on panel no. 1 in the scale 1:750 (see The explanation of the competition terms and conditions no. 8 point 22. dated 8 March 2019).

**For the avoidance of any doubt, the Contracting Authority asserts that the provision of the above explanation does not imply a change in the Competition Terms and Conditions within the meaning of Section 98(5) of the PPA and that the deadline for submission of competition entries remains unaffected.**

Prague, 14 March 2019