

EXPLANATION OF THE COMPETITION TERMS AND CONDITIONS NO. 3

Správa železnic, státní organizace, with its registered office at Dlážděná 1003/7, Prague 1, Postcode 110 00, Czech Republic, ID No.: 709 94 234 (the "**Contracting Authority**"), commenced a procurement procedure regarding the design competition entitled "**PRAGUE EAST TERMINAL**", published in the Tenders Electronic Journal under registration no. Z2020-031279 (the "**Competition**"). The 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 has received a written request for explanation of the Competition Terms and Conditions pursuant to Section 144(2) of the PPA from a prospective participant interested in participating in the Design Competition. The Contracting Authority hereby provides an explanation of the Competition Terms and Conditions in both Czech and English languages including the exact wording of the request for explanation of the Competition Terms and Conditions, without identification details of the prospective participant who has requested the explanation.

	Request of the participant where the explanation was provided based on a request for explanation	Explanation of the Contracting Authority
1.	<p>We would like to ask you to clarify discrepancies in the wording of some parts of the tender documents.</p> <p>The Competition Brief, which we understand to be a document of higher status, specifies parking requirements as follows: <i>"a high-capacity car park (outdoor or multi-storey) will be designed"</i> while some other documents, which were clearly created before the Competition Brief, require a parking house as part of the parking capacity solution.</p> <p>Given the project's location outside high-density urban areas and capacity possibilities, it can be assumed that a surface car park is a more economical solution than a multi-storey car park that must be roofed, etc.</p> <p>May the car park be designed without a parking house?</p> <p>Please find the respective quotations below:</p>	<p>In response to the participant's question, the Contracting Authority states that it does not find a contradiction between Annexes P01 and P02 in terms of specifying the requirement for the car park design – the high-capacity car park can be designed as a surface (outdoor) car park or a multi-storey car park (underground and above ground), or as a combination of both the approaches.</p> <p>The requirement specified in Annex P06 was part of the tender terms and conditions for selecting the Chief Designer – designer of the railway section titled "RS 1 VRT Praha-Běchovice – Poříčany; Preparation of Planning Permit Procedure Documentation – the Praha-Běchovice – Poříčany High-speed Railway Line (II.)"; under the tender terms and conditions, the parking house was only one of the options for a high-capacity car park solution. Nevertheless, as stated further in this Annex to the Competition Terms and Conditions: <i>The urban and architectural design of the terminal complex will be the subject of a</i></p>

<p>As for the parking and the parking house including its capacity - <u>P01 and P02 as opposed to P06.01</u></p> <p>P01_SOUTEZNI ZADANI_CZ [Competition Brief]</p> <p>p.4/ section 3 –TERMINAL PRAGUE EAST</p> <p>Points of access to the platforms and the platforms themselves will be barrier-free and partially roofed. A high-capacity car park (outdoor or multi-storey) will be designed near the Terminal as well as bus stop for transfers, a taxi stand and a bicycle parking. Given the extent of paved areas, a solution taking into account the concept of blue-green infrastructure is assumed, e.g. a suitable solution for rainwater management.</p> <p>P02_STAVEBNI PROGRAM_CZ [Construction Programme]</p> <p>p.4 / PARKING / P+R parking</p> <p>3,000 parking spaces, including long-term parking in the P+R system. Within the overall context of the competition entry, parking can be designed as both outdoor and indoor, underground and above ground.</p> <p>P06.1_Priloha c. 1 ZTP II RS1 CZ [Annex No. 1]</p> <p>p.6 / Terminal Praha-východ - 4.2.10</p>	<p><i>separate public contract (Architectural Competition).</i></p> <p>The purpose of the Competition is to have a suitable solution examined and designed for the high-capacity car park, which can be, as stated in Annexes P01 and P02, a surface car park or a multi-storey car park (underground and above ground).</p> <p>The competition entry of the Selected Contractor (the contractor selected in the Competition to enter into the Ensuing Contract with the Contracting Authority) will pre-determine the method for designing the high-capacity car park and will be incorporated documentation prepared by the Chief Designer for the planning permit procedure.</p>
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<p>The terminal connections proposal must take the connections to other types of transport into account. The size and equipment of the terminal will be the subject of the proposal and negotiations in the first phase of the design documentation. For the avoidance of doubts "connections to other types of transport" means: places for stopping and waiting of regional buses (we assume about three places for stopping) and places for stopping and waiting of long-distance buses (we assume about three places for stopping). The terminal must enable transfers between trains and buses under the roof. The proposal must include <i>parking places for 3 000 passenger cars, 100 bikes and 20 buses and at least one half of the car parking places must be based in a parking house.</i> The urban and architectural design of the terminal complex will be the subject of a separate public contract (Architectural Competition).</p>	
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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) and Section 99 of the PPA and that the deadline for submission of competition entries remains unaffected - **30 November 2020 at 5:00 pm CET (Central European Time).**

Prague 20 October 2020