

EXPLANATION OF THE COMPETITION TERMS AND CONDITIONS NO. 4

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>P.02 Building Programme – Cleaning and storage Please specify in more detail. Cleaning machines: What kind of machines? Space requirements, location requirement (at the platform level, at the rail level, at the departure hall level) Storage room for material and technical support: space requirements and requirement for location within the terminal – does it have to be located near the communication and security lines along the track, or are they to be autonomous storage rooms?</p>	<p>Cleaning machines mean floor cleaning machines that will be used to clean the floors of the premises intended for the travelling public and also of the premises designated for employees. The room for holding these machines (maintenance room) must, besides general requirements regarding maintenance rooms, enable a safe placement of at least one machine for battery charging. In addition, the room should enable the draining of a dirty water tank and the filling of the tank with clean water, unless this is provided in another maintenance room. The location of the room for the cleaning machines should provide easy access to the premises typically cleaned by the machines. I.e. in particular premises for passengers (the same floor, or a lift or ramp). The storage rooms are unrelated to the communication or security systems. They will be primarily used by the maintenance and cleaning staff of the terminal.</p>
2.	<p>For what reason is it impossible to consider the bypass of Nehvizdy as the main access road to the new terminal? Based on the underlying documents, once the bypass is connected to EXIT 8 and to the planned</p>	<p>The requirement to use a new road to the Terminal independent of the bypass of Nehvizdy is based, inter alia, on preliminary discussions with nearby municipalities. Therefore, it is</p>

	<p>new EXIT from D11, it could serve this purpose without any problem. It would have sufficient capacity and would also bypass developed areas. What is the reason underlying the requirement for a new road to be built south of D11?</p>	<p>one of the requirements of Competition Terms and Conditions.</p>
<p>3.</p>	<p>The Building Programme P02 stipulates that the BUS stop should comprise “4 bus positions for public transport buses, 18 m long”. Does it mean that there should be a position for an 18m-long BUS, or that the position is to be 18 m long (i.e. logically for a shorter BUS)? Do the 4 BUS positions also include an alighting point, or is the alighting point meant to be in addition?</p>	<p>The wording “4 bus positions for public transport buses, 18 m long” means a position where a public transport bus which is 18 m long will be able to stop, i.e. a standard articulated bus of municipal or commuter public transport. As the organisation of bus transport in relation to the Prague East Terminal has not been finalised yet, these are merely estimates based on interim findings of the Prague – Brno – Břeclav HSR Feasibility Study being currently processed. Therefore, we currently envisage four positions that may be divided in the standard proportion as three boarding points and one alighting point. The exact numbers, purpose, and the resulting location of the bus positions is left at the discretion of the participants and should be based on the proposed concept of the Terminal and the anticipated flows of persons and vehicles on the site.</p>

For the avoidance of any doubts, the Contracting Authority states that the provision of explanations above does not constitute a change in the Competition Terms and Conditions within the meaning of Section 98(5) and Section 99 of the Public Procurement Act, and the deadline for submitting competition entries remains unchanged – 30 November 2020 05:00 p.m. CET (Central European Time).

Prague 2 November 2020