

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

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 "**Správa železnic Headquarters**", published in the Tenders Electronic Journal under registration no. Z2020-034118 (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 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.

	<b><i>Request of the participant where the explanation was provided based on a request for explanation</i></b>	<b><i>Explanation of the Contracting Authority</i></b>
<b>1.</b>	<i>Translation of the request:</i> What does the expression "silent workplace" mean? What kind of activities are carried out there?	This is an acoustically separated room, or alternatively, an interior "box" accommodating up to two people occasionally handling business and private matters could be considered. The Contracting Authority leaves the layout up to the participant (independently or in blocks).
<b>2.</b>	<i>Translation of the request:</i> Fire brigade – there are 2 management department sections in the building programme, while in the building programme diagram there are 3 – which of them apply?	3 management department sections.
<b>3.</b>	<i>Translation of the request:</i> At what height is the retention tank located – the spot height of the top and the bottom edges? What type of retention solution is under consideration (prefabricated tank, soakaway crates, etc.)? Is it possible to adjust its position along the boundary of the development area (shift it by approx. 10m)?	There is no such document currently available and a concrete solution will be provided in the finalisation stage of the competition entry in coordination with the Terminal and railway station reconstruction project.
<b>4.</b>	<i>Translation of the request:</i> Please specify the height level and the ground plan location of the sewer	There is no such document currently available and a concrete solution will be provided in the finalisation stage of the competition entry in coordination with

	<p>pipes that should be observed in our design.</p>	<p>the Terminal and railway station reconstruction project.</p>
<p><b>5.</b></p>	<p><i>Translation of the request:</i></p> <p>Does an additional metro entrance chamber exist or has it yet to be built? If it exists, is it possible to relocate it so that it does not prevent reasonable and expectable development (scope and method), i.e. the use of the building plot owned by the state or the state-owned company SŽ? For example, relocate it either to the middle dividing strip of Nádražní Street, or integrate it into the designed street frontage? If the entrance chamber has not been built yet, isn't the need not to impair the value of the state-owned building plots all the more urgent and feasible?</p> <p>In the context of this question, it should be taken into account that the relocation of a similar and already existing additional metro entrance chamber was approved at the Vltavská metro station this year as part of the Holešovice - Bubny - Zátory Territorial Study and as part of the drafting of tender requirements for an international competition for the construction of a Philharmonic hall, on the basis of negotiations among the management of the Capital City of Prague, IPR and Dopravní podnik and on the basis of a study/analysis prepared by Metroprojekt and upon meeting the conditions set by this analysis (the static and structural solution regarding the building in which the additional metro entrance chamber will be located and which will rule out it being buried by rubble in the event of the destruction of such building), into the building line of the street frontage without any limiting impacts on its shape (i.e. without the need of a protection zone – cones). If such solution was agreed integrating the additional metro entrance into the street frontage in the project of a construction of a significant public building and public space (head of the</p>	<p>There is an existing additional metro entrance chamber and the regulation of the non-floodable area is proposed in line with its entrance building in Annex P_06_Regulation. The entrance to the chamber and any other alterations of other chamber structures may be the subject of additions to the competition entry for which the owner and the operator of the structure will provide documentation in respect of which a confidentiality agreement needs to be signed. Currently the Contracting Authority has no information regarding cancellation or relocation of the additional metro entrance building.</p>

	Hlávka bridge), why would it be impossible to apply this solution once again to the construction of the headquarters of the state-owned company SŽ and in the Smíchov Terminal public space and the place of a significant public building?	
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**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 Sections 98(5) and 99 of the Public Procurement Act.**

**The Contracting Authority reminds that the current time limit for submitting competition entries has been set until 12 February 2021, 5:00 p.m. CET (Central European Time).**

**Prague, 15 November 2020**