

INTERNATIONAL URBAN-TRANSPORT-ARCHITECTURAL TWO-PHASE RESTRICTED PROJECT COMPETITION  
FOR THE

**"Brno New Main Train Station"**

**EXPLANATION OF COMPETITION CONDITIONS NO 18**

Based on the previous requests of the participant in accordance with paragraph 6.3 of the Competition Conditions, the Contracting Authority provides the following explanation of the Competition Conditions.

Identification of the Contracting Authority:

**Správa železnic**, státní organizace (**Railway Administration**, State organisation)

based in Dlážděná 1003/7, 110 00 Praha 1

Company ID No: 709 94 234

Tax ID No: CZ 70994234

represented by Ing. Mojmír Nejezchleb, Deputy General Director of the Railway Administration for Railway Modernisation

and

**Statutární město Brno (Statutory City of Brno)**

based in Dominikánské nám. 196/1, 601 67 Brno

Company ID No: 449 92 785

Tax ID No: CZ44992785

represented by JUDr. Markéta Vaňková, Mayor of the City

Contact person: Ing. Kristina Župková

email: [zupkova.kristina@kambrno.cz](mailto:zupkova.kristina@kambrno.cz)

**Inquiry No 92:**

Please clarify in more detail the required compliance with document P20. According to the floor protection measures proposed, an abutment wall with a length of 410 m and a connecting anti-flood wall reach out into the area. The question is following: can the anti-flood wall and abutment wall be modified, i.e. can vertical connecting elements be added? Or can these elements at least be set in front of the wall? The thing is that if strict compliance with these measures is required, no access to the river will be possible all the way down the wall. Is access to the proposed berm possible?

**Answer:**

The Contracting Authority refers to the answer to question No. 77.

The flood protection solution is not the subject of the competition and the flood protection document (P20) is binding for participants in accordance with 2.2.1 letter d) of the Competition Brief. The Contracting Authority does not rule out that additional features can be added to the flood protection measures, allowing access to the river, provided that the flood protection function is not compromised and the proposed flood protection measures are respected. Access to the proposed berm is possible.

**Inquiry No 93:**

What is the maximum 1S level the Contracting Authority allows? Can it be identical with the Diameter level?

**Answer:**

The Contracting Authority has no specific requirements regarding the height of Basement 1. The design of connecting areas on level Basement 1 outside the space provision required for the North-South Tram Corridor is up to the participants.

**Inquiry No 94:**

In the platform documentation there are elevators on the eastern side but they are quite far from the remaining vertical walkways. What is the purpose of these elevators? Are they only intended for people with reduced mobility and orientation?

**Answer:**

The participants must comply with the technical solution of the tracks and their alignment, including the scope of platforms. The arrangement and dimensions of vertical communications within platforms are not binding and – in this respect – these parameters are up to the participants. The Contracting Authority only warns that high-quality transfer shall be provided between different types of transport, among other things while taking all applicable requirements regarding the civil design for people with reduced mobility and orientation into account.

**Inquiry No 95:**

We have a question regarding the height of the space in front of the railway station, because this height differs in the different documents. In document P18 (longitudinal section of the tracks) it sits at level 198.973 and rises to 199.369 m in the north. In document P27 (longitudinal section of the North-South Tram Corridor) it is 199.65 m and the same elevation is shown in the longitudinal section of the tracks to be downloaded from [europointbrno.cz/ke-stazeni/B.1.2.7.1](http://europointbrno.cz/ke-stazeni/B.1.2.7.1). Which number is correct? Or does the ground level rise to the east?

**Answer:**

For the needs of the competition proposal, level 206.75 m of the Bpv system is binding for the tracks grade line. The grade lines of adjacent ground, as stated in the competition documentation, are informative only and the ground levels of the space in front of the railway station are the subject of the competition proposal. The heights stated above (according to documents P18 and P27) are not binding and the participants shall define the height levels of the space in front of the railway station.

In Brno

doc. Ing. arch. Michal Sedláček  
Director of Brno City's Architect Office, Contributory organisation