

EXPLANATION OF THE COMPETITION TERMS AND CONDITIONS NO. 18

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.

	<i>Request of the participant where the explanation was provided based on a request for explanation</i>	<i>Explanation of the Contracting Authority</i>
1.	<p><i>Translation of the request:</i></p> <p>Drawings in the model on poster 1, the VYŠEHRAD view (P.07.4) and the DÍVČÍ HRADY view (P.07.3). Is there a specified graphic technique required or is it possible to select one (e.g. a photo of the real model, hand drawing, digital vector drawing, drawing onto the photo,...)?</p>	<p>The graphic technique is at one's discretion, but the view should be sufficiently representative.</p>
2.	<p><i>Translation of the request:</i></p> <p>P07.5 View Position.</p> <p>Is it possible to slightly deviate from the assigned views in the case of the DÍVČÍ HRADY (P.07.3) and VYŠEHRAD views (P.07.4)?</p>	<p>It is recommended to observe the coordinates specified in the document P07.5_VIEW_POSITION</p> <p>It is not a binding requirement for the competition entry, and a minor deviation from the coordinates will not lead to the exclusion of the competition entry.</p>
3.	<p><i>Translation of the request:</i></p> <p>P07.5 View Position.</p> <p>Is it possible to change the position, angle and focal length of the TOP view? We expect this drawing to be prepared in the form of a photorealistic visualisation. If a more suitable view is found that would better depict the relation between the building and its surrounding, could that drawing be used or will that change be</p>	<p>It is recommended to observe the coordinates specified in the document P07.5_VIEW_POSITION</p> <p>It is not a binding requirement for the entry, and a minor deviation from the coordinates will not lead to the exclusion of the entry.</p>

	viewed as non-compliance with the brief and serve as grounds for excluding the entry?	
4.	<p><i>Translation of the request:</i></p> <p>Ramp for buses arriving at the terminal. What will be the sequence of the following constructions: of the building of the terminal (therefore also the ramp) and the actual SŽ Headquarters building?</p>	At the moment, we are expecting both projects to be coordinated, with approximately the same construction commencement date which, however, cannot be guaranteed.
5.	<p><i>Translation of the request:</i></p> <p>Ramp for buses arriving at the terminal. Is it possible to integrate the ramp into the building structure or will the Contracting Authority more positively evaluate the possibility of the complete independence of the ramp structure and the SŽ Headquarters structure?</p>	P01_ COMPETITION_BRIEF expects such construction solution that will enable both plans to be carried out in stages and in the order at one's discretion while being coordinated as necessary, e.g. the starting of the construction stage. The access ramp may be but does not need to be integrated into the building structure.
6.	<p><i>Translation of the request:</i></p> <p>Ramp for buses arriving at the terminal. If an independent ramp and building construction solution is more suitable, e.g. for reasons of different construction periods, could underground floors spanning the entire area (i.e. also under the designed ramp) be constructed simultaneously with the construction of the terminal and could they be locked-in until the period of construction of the ground level part of the administrative building?</p>	Yes, such solution is possible but will be addressed in greater detail at the competition entry finalisation stage upon clarification of the technical solution of both buildings and the construction timetable.
7.	<p><i>Translation of the request:</i></p> <p>P06 Cross Sections South 2. Could the B and C buildings be interconnected via an underground floor in a similar way as indicated in the longitudinal schematic section? If they could, what are the ensuing requirements regarding the coordination of the construction with the planned ramp construction?</p>	Yes, the B and C buildings can be interconnected via an underground floor which must enable the construction of the ramp. The coordination of both buildings will be subject to the finalisation of the competition entry.
8.	<p><i>Translation of the request:</i></p> <p>P.01 Competition brief, page 5, Regulations and limits, possibility to build subtle structures between the buildings.</p>	It should possibly be a transparent structure, the construction of which should not suppress the volume segmentation of the block and reflect the view-throughs laid down in P06_Regulation. The interconnection

	<p>Given the necessity to maintain the minimum driveway profile of the ramp access, the subtle interconnecting structure cannot be placed lower than on the 3rd floor above the ground. Given the spacing of at least 18 meters in the area, we would like to ask what the contracting authority (or the municipal authority, The Prague Institute of Planning and Development, ...) means by the term "subtle structure"? Could we consider an enclosed skywalk? Would this requirement allow designing a multiple floor bridge? Is it possible to place supports between the buildings? Has the interconnecting floor been strictly determined or is it at one's own discretion?</p>	<p>should only be used for the passage. If designed in the competition entry, the Contracting Authority prefers an enclosed passage having the same thermo-technical parameters as the internal areas of the building. It is possible to use supports. The interconnecting floor can be built at any floor level with regard to the overall disposition plan. The minimum clearance height is 5.6m.</p>
<p>9.</p>	<p><i>Translation of the request:</i></p> <p>P.01 Competition brief, page 5, Regulations and limits.</p> <p>In the C building parterre of the terminal, the regulators require an 8.6m setback from the street frontage. Can the floors above the ground be supported by columns (thus creating an archway) or is it necessary to build floors above the ground using cantilever beams (i.e. without the possibility to interfere with the public space using columns)?</p>	<p>Yes, it is possible to use cantilever beams as well as columns to support the structure.</p>
<p>10.</p>	<p><i>Translation of the request:</i></p> <p>P.01 Competition brief, page 5, Regulations and limits.</p> <p>In the C building parterre of the terminal, the regulators require an 8.6m setback from the street frontage. The setback is then vertically terminated approximately in the middle of the building volume. Is it possible to design a gradual decrease of the setback (towards the street)? The area in front of the building is not exceptional in any manner (there is no public transport stop, it is a standard street; moreover, with a 6m pavement in front of the building façade) so we see no reason why to create a 96.8m long and 8.6m deep covered area. Moreover, it is a very valuable area that can be devoted into retail and thus improve the economic use of the buildings over time.</p>	<p>The Regulation is recommended at these points.</p>

<p>11.</p>	<p><i>Translation of the request:</i></p> <p>P.01 Competition brief, page 5, Regulations and limits, P.06 Cross Sections South 3, setback 7th floor. Does the last setback floor always have to be setback (based on the setback by the last floor height) or can the last (7th) floor be designed at the front line or overlapping the 6th floor on the condition that the designed floor will fit into the limit set by the schematic section in the document P.06 Cross Sections South 3?</p>	<p>The last 7th floor should be setback from the building 's main façade. The setback of the lower floors, if any, is not set in the Regulation.</p>
<p>12.</p>	<p><i>Translation of the request:</i></p> <p>P.01 Competition brief, page 5, Regulations and limits, P.06 Cross Sections South 3, setback 7th floor. It is possible to design a false attic on the last floor that would keep the volume of the building and the raster façade, but without windows?</p>	<p>Yes. Such solution is expected to be used e.g. to cover technological objects.</p>
<p>13.</p>	<p><i>Translation of the request:</i></p> <p>Cross Sections South 3. What does the grey filled circle at the platform level represent? Is it a requirement for connection of the SŽ building to the platform? Is it necessary to keep the depth of the platform?</p>	<p>This is an area where the 2nd floor of designed buildings meets the train platform level. Retail stores are expected to be placed in this area at the platform level. It does not imply a requirement for connection of the building with the platform. The depth is recommended to be kept. For more information, see the P06_Regulation.</p>
<p>14.</p>	<p><i>Translation of the request:</i></p> <p>Competition brief, 6.2.1 Panel č. 5-6. The required spatial designs of exteriors – can the specified views be adjusted and changed in the event the ideas of the project are better represented by other views, needless to say while observing the requested number of views?</p>	<p>Yes, the views can be adjusted but it is recommended to use at least one view from all specified directions.</p>
<p>15.</p>	<p><i>Translation of the request:</i></p> <p>What is the envisaged traffic intensity in the transformed Nádražní street? Do you expect any noise absorption and reduction requirements regarding the Nádražní street and the façades facing the track?</p>	<p>The main load of the transit traffic should be in Strakonická and Dobříšská streets. Only vehicle transport service for the buildings of the IAD and quite intense public transport traffic should be kept in this part of the Nádražní street. Possible necessary noise absorption and reduction measures need to be assessed by specific calculations as</p>

		necessary. Given the overall layout, necessary noise reduction measures are expectable.
16.	<p><i>Translation of the request:</i></p> <p>Does the Contracting Authority positively evaluate the possibility to access the controlled exterior on a business day (e.g. the roof terrace, the balcony,...)? Would the Contracting Authority welcome the creation of sufficiently spacious outdoor areas to be shared by individual departments?</p>	Given the overall architectural solution and layout, such areas can be designed both for VIPs as well as rank-and-file employees.
17.	<p><i>Translation of the request:</i></p> <p>Will the Contracting Authority positively evaluate the possibility to divide the construction into stages or does it expect the whole project to be constructed at once?</p>	Currently, the construction of the entire complex of buildings, including the public area, is expected to be carried out in a single comprehensive building stage.
18.	<p><i>Translation of the request:</i></p> <p>What material is planned to be used for the terminal roofing superstructure?</p>	Currently, the construction of the roof is designed as a steel Vierendeel truss with glass. The final view is yet to be specified; the investor is the Capital City of Prague.
19.	<p>Original request:</p> <p>Please can you confirm submission deadline date and time for this competition.</p> <p>On the website it states 12th February, but in the Terms and Conditions documentation it clearly states 12th January ??</p>	<p>The Contracting Authority confirms that the deadline for submission of competition entries is 12 February 2021, 5:00 p.m. CET.</p> <p>The original deadline set in the Competition Terms and Conditions (12 January 2021, 5:00 p.m.) was postponed by the Contracting Authority in its Explanation of the Competition Terms and Conditions No. 5. At the same time, the Contracting Authority announced this change by publication of the postponed deadline for competition entry submissions in the Public Procurement Journal and also in the Official Journal of the European Union as required by the Public Procurement Act.</p> <p>The explanation of the Competition Terms and Conditions (No. 5) was published on the Contracting Authority's Profile on 28 October</p>

		<p>2020. Since then, the above-mentioned deadline for submissions of competition entries, i.e. 12 February 2021 5:00 p.m. CET, has applied.</p> <p>The Contracting Authority points out that pursuant to the Explanation of the Competition Terms and Conditions No. 5, where a prospective participant (supplier) decides to submit its competition entry in the Competition, it is obliged to do so by the set deadline of 12 February 2021 5:00 p.m. both in hard copy as well as in electronic form.</p> <p>The Contracting Authority publishes all explanations of the Competition Terms and Conditions on the Contracting Authority's website to which all suppliers have equal access – see here:</p> <p>https://zakazky.spravazeleznic.cz/contract_display_8301.html under folder marked "Vysvětlení/ doplnění/ změny Zadávací dokumentace" [Explanations/Additions/Changes to Tender Documentation].</p>
<p>20.</p>	<p><i>Translation of the request:</i></p> <p>Clause 7.2.2 of the Competition Terms and Conditions, specifies 12 January 2021 5:00 p.m. as the deadline for submissions of competition entries; have I understood correctly that the deadline has not been updated and the correct deadline is specified on the Czech Chamber of Architects and SŽ website, i.e. 12 February 2021, 5:00 p.m.?</p>	<p>The Contracting Authority confirms that the deadline for submission of competition entries is 12 February 2021, 5:00 p.m. CET.</p> <p>The original deadline set in the Competition Terms and Conditions (12 January 2021, 5:00 p.m.) was postponed by the Contracting Authority in its Explanation of the Competition Terms and Conditions No. 5. At the same time, the Contracting Authority announced this change by publication of the postponed deadline for competition entry submissions in the Public Procurement Journal and also in the Official Journal of the European Union as required by the Public Procurement Act.</p> <p>The explanation of the Competition Terms and Conditions (No. 5) was published on the Contracting</p>

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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, 7 January 2021