

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

"Brno New Main Train Station"

EXPLANATION OF COMPETITION CONDITIONS NO 20

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

Inquiry No 97:

Could the deadline for the fly through be extended by two weeks since this would leave more valuable time for the actual design?

Answer:

The Contracting Authority insists on the deadlines defined in the Call for Submission of Proposals in the 1st Phase of the Competition and Explanation of the Competition Conditions no 6. On top of that, it states that the virtual fly-through required e.g. under par. 5.1 of the Competition Conditions is a binding part of the Competition Proposal in accordance with 5.9.1 of the Competition Conditions, so it cannot be submitted by a deadline different than that defined for the submission of Competition proposals in the 1st phase of the Competition.

Question No. 98:

Please clarify what you mean with '1.000 parking spaces required' and 1.000 parking spaces reserve. Do you expect 2.000 parking spaces in total?

Answer:

The Contracting Authority refers to the answers to questions No. 82 and 87.

Question No. 99:

Is the Sketchup master planning model also available in AutoCad? If that shall be the case, could you please provide the CAD files.

Answer:

Following the request of this participant, the Contracting Authority provides the file in the *.dwg format as an appendix to this Explanation of the Competition Conditions.

Question No. 100:

Are adjustments/alterations of the tracks within the station area (in accordance to the competition documents and respecting the connection points of the tracks) permitted?

Answer:

The Contracting Authority requires mandatory compliance with the technical solution of the tracks and their alignments defined in the Feasibility Study, including the scope of railway platforms, as stated in par. 2.2.1 letter a) of the Competition Conditions. This means that no track alterations are allowed.

Question No. 101:

Are the tracks specifically allocated for the use for regional trains, high-speed trains, local trains? If so, could you please specify and illustrate this.

Answer:

The Feasibility Study of the Brno Railway Junction foresees high-speed trains on tracks in the south-east half of the station (adjacent to Komárov). Generally, all tracks are universal, i.e. intended for all train categories. The arrival at a certain track arises from the current schedule and operation situation.

Question No. 102:

Is the location of the subway firmly established? If no – what is the possible alternative area?

Answer:

In document identified as "doprava_transportation_design.pdf" in appendix P19 to the Competition Conditions two variants of the so-called North-South Tram Corridor are shown. The competition proposal must comply with both routes of the North-South Tram Corridor as a reserve in accordance with par. 2.2.1 letter c) of the Competition Conditions.

Question No. 103:

Can you please confirm that the Europe-wide valid TSI-RPM requirements are in vigour and apply for the planning of the stations?

Answer:

The Contracting Authority states that the TSI-PRM requirements apply also for this railway station. It is Commission Regulation (EU) No. 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility and orientation.

Appendices:

- P13_3Dmodel_dwg.zip
- P13_3Dmodel_dwg.z01

In Brno

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