

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

**"Brno New Main Train Station"**

**EXPLANATION OF COMPETITION CONDITIONS NO 23**

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

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**Inquiry No 120:**

Should there be freight lifts on platforms in addition to passenger lifts? (for transporting packages, cleaning machines, maintenance platforms). Will there be a baggage claim at the station?

**Answer:**

The Contracting Authority states that the requirements for the solution are defined in the Competition Brief (Annex P01 to the Competition Conditions). It is clear from this document that a comprehensive solution covering all aspects of the operation of the railway station is required. This also means the necessary operational maintenance (cleaning) of surfaces and equipment. The Contracting Authority does not specify any requirements on how to ensure this. In this context, the Contracting Authority points to all relevant annexes to the Competition Conditions, in particular Annex P21, in which, among other things, the requirements for the area of the space for cleaning services are defined. It is up to the author of the competition proposal to design the operational links of the individual functions.

Regarding the part of the inquiry directed at the baggage claim, the Contracting Authority points to Annex P21 to the Competition Conditions, where the requirements for these areas (facilities for accepting, handing over and storing luggage, including the placement of lockers) are defined as binding.

**Inquiry No 121:**

Are there specific requirements for the future high speed train operations? Will the operation of the future high-speed train require platforms isolated from general public with limited access (security entrance, turn stile, etc.)?

**Answer:**

There are no requirements in this regard. In the future, it cannot be ruled out that the deterioration of the security situation will force unspecified measures known, for example, from the peak of the refugee crisis (passenger checks), but this would be related rather to the train destination – a number of national and even regional lines (typically Brno – Velká Bíteš – Velké Meziříčí) are considered to become high-speed line in the future; on the other hand, risky interstate connections can be provided by conventional trains.

**Inquiry No 122:**

The recommended Text part (5.3 of Competition Conditions) does not specify size format and orientation of the document. Does that mean the size and orientation of the document is free to be chosen by the competitor?

**Answer:**

No exact format or orientation of the text part is required. The text part will be a free part of panels 2 and 6, as stated in paragraph 5.3.2 of the Competition Conditions. The layout on the panel is left to the participant's discretion.

**Inquiry No 123:**

For the required construction cost (paragraph 5.3.1 of the Competition conditions) does the competition prescribe structure of the cost estimate? Should the cost estimate include railway structures, tractions, engineering structures and signalling systems? Can the competition organizer provide blank template for the cost estimate?

**Answer:**

Model Table – Estimation of Implementation Costs – 1st Phase forms the supporting document of the Competition Conditions P08 (see also the answer to Inquiry No 114). The costs of railway structures (track, railway substructure, railway superstructure), traction, engineering structures associated with railway structures and signalling systems will not be included in the estimated costs.

**Inquiry No 124:**

Is it allowed to propose integration of the existing bus terminal Zvonařka in the design and reuse the existing structure

**Answer:**

One of the binding requirements of the Contracting Authority for the Competition proposal in accordance with paragraph 2.2.1 of the Competition Conditions is the location of the bus station within the solved area. If the participant in the competition fails to meet this requirement, its proposal will be excluded from the assessment and the participant will be excluded from the Competition in accordance with paragraph 2.3.1 of the Competition Conditions.

The participant may propose another use of the existing Zvonařka bus station building, but the Contracting Authority warns that the solution of another use of the building, which is not located in the solved area, is not the subject of the Competition and therefore will not be evaluated by the jury.

**Inquiry No 125:**

Can text Submission format include imagery, diagrams or just pure text?

**Answer:**

The text part may contain additional information and technical information in the form of text, tables, figures, sketches or diagrams in accordance with paragraph 5.3.3 of the Competition Conditions.

**Inquiry No 126:**

Would it be possible to provide some 3d detailed context buildings of the new Masterplan around train station site to use for the animation?

**Answer:**

The Contracting Authority will not provide more sophisticated 3D data of the surrounding buildings of the new district in order to maintain the uniform character of the overall model. However, the participant is allowed to design the facades of the adjacent buildings for the needs of the virtual flight.

In Brno

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Director of Brno City's Architect Office, Contributory organisation