Republic of Serbia
MINISTRY OF FINANCE
Department for Contracting and Financing of EU Funded Programmes (CFCU)
30/10/2019, Belgrade

CONTRACTING AUTHORITY'S CLARIFICATIONS No. 2

The modernization and rehabilitation of the railway section Niš - Brestovac
Publication ref.: EuropeAid/140002/IH/WKS/RS

1.	General Employers Requirement 1: 5.7 Taking over certificates and delay damages: Time for completion for Section 1 is 825 days and for Section 2 is 1005 days - including signaling. In that case will be mandatory to have two separate Safety cases with additional cost. We propose to have only final Taking over certificate and one Commissioning for signaling& telecom works.	Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 1.2.
2.	PARTICULAR EMPLOYERS REQUIREMENTS PART ***2B***; 2.7 Level crossing: All existing relay level crossing interlocking devices shall be dismantled and replaced with new electronic level crossing interlocking devices. The existing electronic interlocking device for level crossing located in km 255+450 (type PZZ-EA) can be kept and integrated into the station interlocking device (SID) of station Belotince with necessary interface or replaced with a new level crossing interlocking device. This requirement is not in line with fair competition and it is in favor of producer of installed level crossing. We suggest to request also new level crossing device in km 255+450 and existing device could be moved to another location. This will bring all competitors in same position.	Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 2.7 and Volume 4.

3.	In section ***3.2B*** (Particular Employer Requirements), in paragraph 1.2. is stated that "The entire electronic interlocking device with its' components (hardware and software) shall be evaluated by an independent and recognized institution according to CENELEC EN standards 50126/50128/50129, for both generic application and for specific application on railway line section Nis-Brestovac (with two sub-sections included)". Please clarify if this implies that Contractor shall obtain only one, unique Safety Case for specific application, or two separate Safety Cases for each of specific sub-sections included.	One, unique Safety Case for specific application. Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 1.2
4.	Please clarify if new signalling-interlocking facilities on section Nis-Brestovac shall be connected to existing Centralised Traffic Control (CTC) system for railway line Belgrade-Nis-Presevo-state border (Westinghouse Flexicode) with centre located in Nis, or to the prospective integrated CTC system designed for whole Serbian network. In case of the first option, we kindly ask you to provide the description (drawings) of the existing interface between the relay signaling-interloking and the existing CTC; In the case of the second option, it is necessary to specify which communication protocol is envisaged for prospective integrated CTC system designed for whole Serbian network.	Please review Corrigendum No.1 to the Tender Dossier, Volume 3, 4du_techspec3.2B-en, Section 1.2. For the mentioned drawings, please consult Annex No.1 to the Clarifications No.2.
5.	In Section ***3.2B*** (Particular Employer Requirements), in paragraph 2.7. is stated that "The existing electronic interlocking device for level crossing located in km 255+450 (type PZZ-EA) can be kept and integrated into the station interlocking device (SID) of station Belotince with necessary interface or replaced with a new level crossing interlocking device". We consider that such solution favors the supplier of this device, and we kindly ask	Please refer to the response to the Question No. 2.

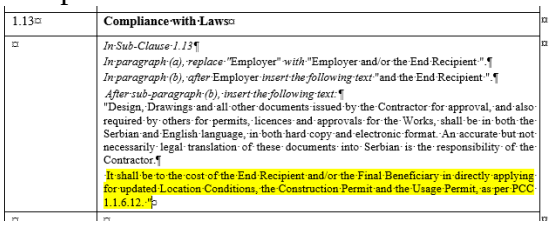
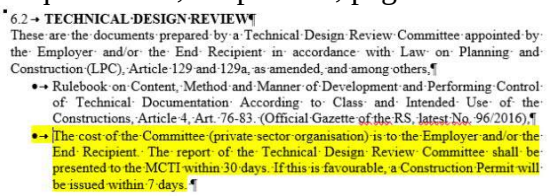
	you to request new level crossing device as mandatory for all tenderers.	
6.	In Section ***3.2B*** (Particular Employer Requirements), in introduction part "SIGNALLING" is stated that: "During execution of the works, the Employer/End Recipient is responsible to provide the temporary signaling system in the affected area of works". Please clarify if Employer/End Recipient shall provide complete outdoor and indoor temporary equipment, as well as installation of this equipment. Can you specify how employer will guarantee delivery terms and quality? Also, if the Design for Construction Permit shall include only permanent signaling system or also the temporary signaling system?	Please review Corrigendum No.1 to the Tender Dossier, Volume 3, 4du_techspec3.2B-en, Section SIGNALLING. The Design for Construction Permit shall be in accordance with PCC 1.1.6.12 and Volume 3.1 Section 6.1. Temporary Works are as per Volume 3.1, Section 6.5.
7.	Please clarify if the existing CTC centre in Nis already contains necessary elements for integration of commands/indications for point heating system and new level crossing or this shall be included within this project.	Please review response to Question No.4. Please review Corrigendum No.1. to the Tender Dossier, Volume 4, Errata.
8.	In official BoQ 1.25 SCHEDULE NO.4.2.***3.1***5 SIGNALLING WORKS-SUMMARY, SECTION 1 (the page 207 Schedule of Prices), it was written Total for SECTION 2 to be carried forward to Schedule No. 4.2.***3.1***5.B. Please clarify it.	This is not a BOQ, this is a Schedule of Prices. Please review Corrigendum No.1. to the Tender Dossier, Volume 4, Errata.
9.	Please confirm that replacement of concrete cable troughs shall be done only in station areas.	The replacement of concrete cable troughs are only in the station areas. This is covered by Volume 3.2B, Section 2.6 and Volume 4, Schedule 15. Addiionaly, please review Corrigendum No.1. to the Tender Dossier, Volume 4, Errata .
10.	In section ***3.2B*** (Particular Employer Requirements), in paragraph 2.7. is stated: "Power supply of level crossing device	There is no BOQ. There is a Schedule of Prices.

	shall be implemented from power supply device of corresponding station's power supply device, by using the special railway lineside power supply cable (type PNK or equivalent), with appropriate voltage level depending on the location of level crossing (230V for station level crossing or 750V for level crossings on the open line)". On the other hand, in the official BoQ for several level crossing is predicted power supply from mast transforming stations from OCL. Please clarify.	Please review Corrigendum No.1 to the Tender Dossier, Volume 3, 4du_techspec3.2B-en, Section 2.7.
11.	Difference between the above Excel spreadsheet and the table in Word CD2 / Documentation / Part 4 file 4dx_finoffer_4dot2_en Word Table 4.2.***3.1***2 OCL Total Sum by paragraphs. The Medjurovo, Belotince and Doljevac stations are missing items Chapter 2 Electrical instalations Paragraphs 2.09 ; 2.10 ; 2.13 ; 2.17 i 2.18 elements of bypass feeder Paragraph 2.12 A complete drop arm assembly with bracket attached to rigid portal boom Paragraph 3 Dismantling of electrical equipment Paragraph 3.08 ; 3.09 ; ***3.1***1 and ***3.1***4 Dismantling of equipment of bypass feeder Paragraph ***3.1***0 A complete drop arm assembly with bracket Paragraph ***3.1***5 and ***3.1***6 dismantling of disconnector and dismantling of transverse 25 kV connections Without these items it is impossible to make OCL in the stations and sums of their values from the excel spreadsheet must be entered in the Word tables for the Tender to be valid	Please refer to the Contracting Authority Clarifications No.1, response to the Question No. 11. Design for Execution of the Works is to be as per Volume 3.1, Section 6.4. This is covered by Volume 3.2B and Volume 4, Section 1.2, page 6.
12.	The excel table does not sufficiently define Chapter 6. Other works. What is meant by other works? Also in the word table of paragraph 4.2.***3.1***2.1 (up to 7) .69 other works specified by the tenderer	Please refer to the response to Question No. 11.

	Please clarify these items so that we can determine their price.	
13.	In the recapitulation of the OCL Table in Word PART 1 Paragraphs 4.2.***3.1***2.12 and 4.2.***3.1***2.13 List of Employers Requirements Mandatory Spare Parts and Requirements Mandatory Special Tools and PART 2 Items 4.2.***3.1***2.22 and 4.2.***3.1***2. List of Employers Requirements Mandatory Spare Parts and Requirements Mandatory Special Tools. Please explain where these specifications are, if any exist. How to determine the price if there are none and do not know their quantity and type?	This is covered by Volume 4, Section 1.1.
14.	Folder "Tender Dossier" => "Volume 3" => document "4du_techspec***3.1***_en" – page 89, chapter 07 BRIDGES AND CULVERTS" states: "Detailed static calculation for all bridges and culverts should be done in accordance with the applicable Regulations, standards and Eurocode norms, taking into consideration all effects given in these regulations, as well as loading schemes for special vehicles." It is unclear what "applicable Regulations, standards" are as Eurocode is already mentioned?	Regulations in this context were taken to mean Serbian Regulations. Where Serbian Regulations have not been transposed from Eurocodes by the Base Date, use Eurocodes.
15.	Folder "Tender Dossier" => "Volume 3" => dokument " 4du_techspec***3.2A***_en" – page 76, chapter 7.1 TECHNICAL RULES AND STAN***DA***RDS states: Technical rules and codes 1. Rulebook PBAB. 87 "Technical norms for concrete and reinforced concrete" ("Official Gazette of the SFRY" No.11/87) and Commentary on the provisions of Rulebook PBAB (Official Gazette 1987) 2. Rulebook on technical norms for determining of the load and categorization of railway bridges, culverts and other objects on the railway lines ("Official Gazette of the SFRY" No.23/92)	Please refer to the response to Question 14.

	3. Rulebook on technical norms for determining bridge loads ("Official Gazette of the SFRY" No.1/91) 4. Rulebook on the technical standards for the design and calculation of engineering structures in seismic areas (1986) 5. Rulebook on technical norms for designing and performance of works on founding of building facilities ("Official Gazette of the SFRY", No. 34/74) 6. SRPS U.M1.046: 1985 - Testing of bridges with test load 7. Eurocode 0 SRPS EN 1990: 2002 - Basis of structural design 8. Eurocode 1 SRPS EN 1991: 2002 - Actions on structures 9. Eurocode 2 SRPS EN 1992: 2014 - Design of concrete structures 10. Eurocode 3 SRPS EN 1993: 2012 - Design of steel structures 11. Eurocode 4 SRPS EN 1994: 2012 - Design of composite steel and concrete structures 12. Eurocode 6 SRPS EN 1996: 2016 - Design of masonry structures 13. Eurocode 7 SRPS EN 1997: 2014 - Geotechnical design 14. Eurocode 8 SRPS EN 1998: 2012 - Design of structures for earthquake resistance 15. Law on Noise Protection in the Environment (Official Gazette of RS No. 36/2009 and 88/2010); Both, our (applicable) and Eurocode regulations are stated here. Which regulations are to be used for design?	
16.	This tender is following the principles of YELLOW FIDIC ed.1999. As such the Contractor is responsible to develop and submit Design for the scope of Works, under which principles the Contractor may propose any solution being compliant with the Employer requirements and legislation in force. The Employer's requirements in many details and in depth prescribes particular details	

	for technical parameters and features for components/subsystems which will be embedded within the complete Signalling system, while achieving the general performance requirements. The technical/safety conditions and design manuals for the interlocking systems are however requiring other parameters that the particular ones mentioned in the Employer's requirements. For instance structural requirements for signalling cables, details regarding interfaces of wayside elements etc. Please clarify whether the Contractor will be allowed to propose solutions/components/features that may vary in details from the Employers requirements, however facilitating fulfilment of the general Employer's requirements.	This is covered by Volume 3.2B and Volume 4, Section 1.2, page 6, The Contracting Authority cannot give a prior commitment on the implementation of the contract.
17.	VOLUME 2, Section 3 – Particular Conditions, Sub-clause 1.5 - Priority of Documents (2) → The following documents shall be deemed to form and be read and construed as part of this contract, in the following order of precedence:¶ (a)→ the Contract Agreement,¶ (b)→ the Particular Conditions with Annex 2 of the Tender Form- Appendix to Tender for a Works Contract,¶ (c)→ the General Conditions,¶ (d)→ the Employer's Requirements,¶ (e)→ the Tender Form (without Annex 2 - Appendix to Tender for a Works Contract)¶ (f)→ the Schedule of Prices (after arithmetical corrections), schedule of guarantees etc.,¶ (g)→ the Drawings (drawings and annexes to the Drawings),¶ (h)→ The Contractor's Proposal; and¶ (i)→ Modifications No.…to …to the Tender Dossier and any other documents forming part of the Contract.¶ VOLUME 2, Section 1 – Contract Form, Clause 2 - Order of precedence of Contractual documents 1.5¤ **Priority of Documents**¤ ¤ *Delete Sub-Clause 1.5 and substitute with the following:*¶ The documents forming the Contract are to be taken as mutually explanatory of one another. For the purpose of interpretation, the priority of the documents shall be as listed with order of precedence in the Contract Agreement, Clause 2 (a) to (i).¶ In cases of ambiguity or divergence, they shall prevail in the order in which they appear above. Addenda shall have the order of precedence of the document they are amending.¶ If an ambiguity or discrepancy is found in the documents, the Engineer shall issue any necessary clarification or instruction.¤ Please clarify the following: By the priority of documents, set up in the Contract Agreement, the provisions of the Contract Agreement prevails over the content of the Particular Contract Conditions. This arrangement, and content of both documents provide sever ambiguities, for which we kindly ask clarification: · The PCC 1.5 explains that regarding the contractual documents „In cases of	The priority of documents shall be as stated in Contact Agreement Clause 2. Last bullet (i) is related to modification of other part of tender documentation, or any other documents forming part of the Contract not mentioned in bullets (a) to (h). For priority of the documents please see last paragraph of the Contract Agreement Clause 2 where it is stated that addenda shall have the order of precedence of the document they are amending.

	ambiguity or divergence, they shall prevail in the order in which they appear above. Addenda shall have the order of precedence of the document they are amending“. However the schedule of the documents set up in the Contract Agreement (prevailing over the PCC) defines that the „(i) Modifications No. To…to… to the Tender Dossier and any other document forming the part of the Contract,, have the lowest priority among all documents. Assuming that the term “Addendum” is synonymous to “Modification”, this is an apparent discrepancy and conflict between the provisions of the prevailing Contract Agreement and the subsidiary Particular Conditions of the Contact. Please clarify. · The Priority list of the documents doesn’t mention or define priority of typical documents – please define priority of these documents: o MoM from the Site meeting o MoM from the tender meeting o Answers to the tenderers’ questions o Corrigendums to the Tender Dossier, if any	
18.	VOLUME 2, Section 3 – Particular Conditions, Sub-clause 1.13 – Compliance with laws  1.13 **Compliance with Laws** *In Sub-Clause 1.13* *In paragraph (a), replace* "Employer" *with* "Employer and/or the End Recipient". *In paragraph (b), after* Employer *insert the following text* "and the End Recipient". *After sub-paragraph (b), insert the following text:* "Design, Drawings and all other documents issued by the Contractor for approval, and also required by others for permits, licences and approvals for the Works, shall be in both the Serbian and English language, in both hard copy and electronic format. An accurate but not necessarily legal translation of these documents into Serbian is the responsibility of the Contractor. It shall be to the cost of the End Recipient and/or the Final Beneficiary in directly applying for updated Location Conditions, the Construction Permit and the Usage Permit, as per PCC 1.1.6.12." VOLUME ***3.1*** General Employers Requirements, chapter 6.2, page 32/101  6.2 **TECHNICAL DESIGN REVIEW** These are the documents prepared by a Technical Design Review Committee appointed by the Employer and/or the End Recipient in accordance with Law on Planning and Construction (LPC), Article 129 and 129a, as amended, and among others, • Rulebook on Content, Method and Manner of Development and Performing Control of Technical Documentation According to Class and Intended Use of the Constructions, Article 4, Art. 76-83. (Official Gazette of the RS, latest No. 96/2016), • The cost of the Committee (private sector organisation) is to the Employer and/or the End Recipient. The report of the Technical Design Review Committee shall be presented to the MCTI within 30 days. If this is favourable, a Construction Permit will be issued within 7 days. Be please kindly asked to confirm the	Any extension of time will be in accordance with the Contract.

	above time periods 30 days to review the Technical design and 7 days for issuing the Building permit shall be considered as nominal periods to be considered in the Program of Works, and any prolongation of these periods will be considered as a ground for Extension of Time. Please clarify the procedural durations considered for the other procedures mentioned in the PCC sub-clause 1.13, i.e. updating the Location conditions, and receiving the Usage permit.	The Contracting Authority cannot give a prior commitment on the implementation of the contract.
19.	According to Tender Dossier instruction, we fill free to ask following question: According to IPA funding, VAT and Custom duty for Contractor is excluded. Please confirm that: • Above exemptions would be directly applied, or if it shall be ask for their application and, in such case, if any requirement must be met by the contractor • If the same exemptions will be applied also towards Subcontractors, i.e. VAT and custom duty will be excluded also for them.	Please refer to the Contracting Authority Clarifications No.1, answer to the Question No. 21.
20.	Questions to the Employers Requirements VOLUME 3.2. Q_T1:The tender dossier envisages that the existing relay based interlocking systems in Niš, Niš Ranžirna and Brestovac shall be interfaced by the new interlocking systems installed within this Project. With the goal of proper quote for these interfaces by an Experienced Tenderer, please publish the existing As-built technical documentation of the said station relay interlocking systems? These drawings has not been included in the VOLUME 5 - Design documents including drawings. Q_T2:It has been noticed that in many cases the textual descriptions of the items	For the mentioned drawings, please consult Annex No.1 to the Clarifications No.2. This is covered by Volume 4, Section 1.1, and Section 1.2, page 6.

	in he VOLUME 4 – Schedule of Prices are, by its wording, not corresponding or extending respective Employer's requirements. Please confirm our opinion, that the textual description of the Items in Schedule of Prices doesn't represent the Employer's requirements? Q_T3:VOLUME 3.2 - PARTICULAR EMPLOYERS REQUIREMENTS PART ***2B***, Chapter 1.2., page 9/140 Quote: "The entire electronic interlocking device with its' components (hardware and software) shall be evaluated by an independent and recognized institution according to CENELEC EN standards 50126/50128/50129, for both generic application and for specific application on railway line section Nis-Brestovac (with two sub-sections included) - these documents must be available with the application by the Contractor for the approval of the technical designs (Design for Construction Permit and Design for Execution of the Works) and issuing of Taking Over Certificate." According to this requirement, the Contractor shall deliver along with the Design for Building permit also the ISA certificates for a) Generic application, and b) Specific application for the line Niš – Brestovac, when the design is being submitted for the approval (we suppose submitted to the Engineer). It is common practice that the ISA b) for the specific application is produced for an already built systems, while the system for section Niš-Brestovac will be, at the moment of submitting design for building permit, not existing or even fully designed, and therefore the ISA b) won't be possible to reach. We kindly ask you to modify the above requirement by deleting the Specific application ISA from the text?	Please review response to the Question No.3. Please review Corrigendum to the Tender Dossier, VOLUME 3,

	Q_T4:VOLUME 3.2 - PARTICULAR EMPLOYERS REQUIREMENTS PART ***2B***, Chapter 1.4., sub-clause "The offered MMI must meet the following minimal technical principles" page 16/140 Quote: "The offered MMI must meet the following minimal technical principles: Safety integrity level is SIL 0 or higher; Possibility of registering, recording, printing of given commands and changes in condition of interlocking device in real time; Possibility of establishing the efficient diagnostics and provision of support to authorized staff in phases of current maintenance and repair of interlocking device; All functions of standard control desk which were monitored by registering (i.e. counting and justifying the process) shall be possible to record in protocol; Possible change of display of track layout in case of changed station configuration and to monitor the change of traffic technology; All inputs and outputs must be galvanically isolated; Power supply by the separation transformer 230V/230V, power 1kVA; MMI shall possess hardware reserve which understands spare working place in train dispatcher room, spare processor and power supply unit and 10% of total number of input or outputs for the event of failure on input-output elements toward relay device; Synchronize system time with the official time on the End Recipient network; The primary workplace includes 3 monitors, computer, mouse and keyboard; The secondary workplace includes 3 monitors, computer, mouse and keyboard; MMI shall be delivered with the installation software (operation and	4du_techspec3.2B-en, Section 1.4.

	applicative) for complete system which can be installed by the users by indefinite number of times in the event of failure or fault on computer on the subject official place, like in the case of computer failure. Expert persons could install for the subject official place without any limitation and needed licenses issued by Contractor during device exploitation (lifetime); Computers for the primary and secondary workplace in all stations must be equal in hardware specification; Contractor must approach to any fault/failure of the device in the interval not longer than 2 hours after receiving the notice from the Engineer/Employer/ End Recipient. Furhtermore, the removal of fault/failure must be completed within next 2 days; A connection of simple USB module shall enable the opening of start-up programmes for the operator's personnel; The keyboard shall be the type of ergonomic and wired connection to a computer; The classic mouse with three buttons, wire connection, optical sensor, the surface. Required minimal technical characteristics for components of MMI are given in the following text. MMI Control Unit, in a „2 out of 2" safety architecture, which shall perform evaluation of the visualisation logic, the interface with the SID and recording/playback of the events and visualised items. This unit shall consist of two industrial-based PC computers (primary unit and secondary units), each of the computers shall include central processing unit, power supply unit and input/output unit. The operation of the Control Unit shall be based on the Windows operating platform (Windows 10 Enterprise or later), with usage of typical Windows layout and facilities	Volume 4, Schedule No 4.2.3.7

	(e.g. point&click, windows with buttons and/or menus etc).” It is required that the Interlocking MMI has to be SIL0 or better, and at the same time with the “safety architecture 2 out of 2”. For a system with SIL0, the “safety 2 out of 2 architecture” is contra productive (a single failure in any of the branches causes shut down of both branches – resulting in lower reliability/availability), but the redundant architecture (primary and secondary MMIs) could be the case. Please clarify? Q_T5:VOLUME 3.2 - PARTICULAR EMPLOYERS REQUIREMENTS PART ***2B***, Chapter 2.1 – Signals and point, section Signal lamp, page 27/140 Quote: “Signal lamp In the existing signal lamps is used optical system with parabolic lenses, coloured glass, divergent glass and lamps with double fibre 12V, 20/20W. Because of short operative life and failures caused by fibre burning-out, it is predicted that new signals shall be equipped with signal lamps in LED technology. Signal lamp with LEDs is mounted on the signal board. On the front top of the clamp are attached the hoods, which protect the lamps from dust and snow, especially from the harsh sun or other light. Signal lamp with LEDs need to have good visibility of signals, that must be seen from the required distance of visibility, in accordance with Signal Rulebook /1/ for speeds up to 160 km/h. Signal lamp with LEDs has to be seen in the curves with sufficient distance visibility. Signal lamp with LEDs shall be at all compatible with the V136 optical system with the signal light bulbs. Signal lamp with LED module shall meet the following requirements: □MTTF≥10 years (according to IEC/TR 62380 model calculations);	Please review Corrigendum to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 2.1.

	□Operational temperature range: -30□C to +70□C; □Reliable work with the flashing light at frequency which currently exist in the signalling system; □Monitoring the work of the main and auxiliary fibers as well as the change voltage of day/night, on the way that functionality of LED module must be the same as functionality of standard signal lamp. □In addition to the abovementioned national standards, the applied signal lamps with LED modules shall also meet the provisions from following standards: □SRPS EN 50124-1: 2017 - Railway applications – Insulation coordination, Part 1: Basic requirements – Clearances and creepage distances for all electrical and electronic equipment, □SRPS EN 50121-4: 2017 - Railway applications – Electromagnetic compatibility (EMC), Part 4: Emission and immunity of the signalling and telecommunications apparatus; □DIN VDE 0831 Electrical signalling systems (08/1990); □DIN EN 61000-6-4 Electromagnetic compatibility (EMC), generic emission standard, immunity for industrial environments (08/2002); □DIN 6163, Part 4 Colours and colour limits for signal lights (07/1977); □DIN EN 61000-6-2 Electromagnetic compatibility (EMC), Part 6-2, generic emission standard, immunity for industrial environments (08/2002);" We noticed that the Employers requirements for LED lamps consist of also provisions regarding "Monitoring main and auxiliary fibres". LED lamps, by its nature, do not bear any "fibres". This applies to the standard bulb technology. Please clarify? Q_T6: In the BoQ clauses 4.2.***3.1***5.1.25,	There is no BOQ, there is only Schedule of Prices Please review Corrigendum No.1 to the Tender Dossier, Volume 4,

	4.2.***3.1***5.3.25 and 4.2.***3.1***5.5.25 it's requested that the flashing voltage controller meets the safety level of SIL 4, whereas no such requirement exists in the technical description of the VOLUME3 PART ***3.2B*** power supply unit 1.6. Can you confirm that a Contractor which controls flashing voltage within the interlocking device that owns SIL4 does not need to meet this requirement within a power supply device?	Please review response to Question No 4.
	Q_T7:Changes in the track layout of Belotince station and the instalation of new level crossing devices on the whole line of reconstruction have consequences on the changes of station devices of CTC in the controlling station and in CTC centre of Niš. Can you confirm that Contractor have obligation make interface to station CTC device and adaptation CTC devices in Niš centre?	Please be informed that your proposal is not accepted.
	Q_T8:Tenders documentation in technical requests VOLUME 3 PART ***3.2B*** chapters 1.2, 1.3 and 2.7 envisages interfaces for the conection of newly installed electronic interlockings with relay interlockings in stations Niš, Niš Ranžirna and Brestovac which are not part of the reconstruction. Can you confirm that for the making of these interfaces Contractor can use relay equipment from stations which are under reconstruction with reparations for this equipment and change the necessary elements?	Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 2.4.
	Q_T9:In the technical requirements for point heatings VOLUME 3 PART ***3.2B*** chapter 2.4, it is stated "Heating system switches to enable operation with 50% of installed power per heater;". Considering that 1 heater per arm of the switch point and transverse heaters is required can you confirm that this request	Please review Corrigendum No. 1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 2.7.

	is not necessary? Q_T10:In the technical requirements for level crossings VOLUME 3 PART ***3.2B*** chapter 2.7, it is requested that on the level crossing signal lights must be only diameter Φ136. Can you confirm that in agreement with Rulebook on technical condition for signaling safety devices (Official Gazette 18/16) clause 18 on level crossing light signals can install signal lights with minimal diameter Φ136? Q_T11:In technical requirements VOLUME 3 PART ***3.2B*** envisages the change of all existing signaling and telecommunication devices, but not the installation of temporary signaling and telecommunication devices for controling railway traffic for time of reconstruction. Can you confirm that it's not necessary to install temporary signaling and telecommunication devices for controling railway traffic during the time of reconstruction, until the newly installed ones are put to use? Q_T12:In technical requirements and BoQ VOLUME 3 PART ***3.2B*** for signaling and telecommunications it was not specified which rooms are under reconstruction. Can you confirm that subject of reconstruction includes only interior rooms where new signaling and telecommunication devices would be installed, including train operators room?	Please review response to Question No 6. Please review Corrigendum No. 1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 1.7.
21.	XXXX operates within the assembly and delivery of delivery of Overhead Contact Lines (OCL) equipment. Since this type of business is specific and there are few companies that are involved in this business, we have already received more requests for offers. Since tender documents CD2/VOLUME 1/ SECTION 1: INSTRUCTIONS TO TENDERERS, paragraph 4 advises that	Please refer to ITT 4. "The same company may only participate as subcontractor in different tenders if that is justified by the specific nature of the market and cleared by the contracting authority". There is no specific nature of the market to allow participation of the same Company as subcontractor in different tenders.

	we can require from the contracting authority to approve that we can submit more Offers as a Subcontractor, please issue an approval for our company that, as a Subcontractor, we can submit more offers for the Contact network to all interested parties. We believe that this approval would help better conduct the tender process as it would allow more Bidders to participate in the tender.	
22.	“”Ref. No. 1: Tender Dossier / Volume 4 / Schedule of Prices Ref. No. 2: Additional to TD / Preliminary Design / BoQ / 4.5_4.3.7_level crossings 12102018 Ref. No. 3: Additional to TD / Preliminary Design / K4 S2.2 - Trasa-Track / Graphic documentation Regarding our participation in tender for The modernization and rehabilitation of the railway section Niš – Brestovac Republic of Serbia, we have noticed that: Question no. 1: After we have analyzed the tender documents for the subject project, we noted that Supply of materials is not individual sub-item on the list Schedules of Prices (Ref. No. 1). Please explain, whether we should calculate supply of material in the sub-item position for ‘’Work’’part or we should make new sub-items in blank cells under ‘’Other works, to be specified by the Tenderer’’ for all material that is need to be procured. Question no. 2: Please define item ‘’Temporary level crossing during execution of works’’ which we can find in the BoQ for the Level crossings (Ref. No. 2). Question no. 3: In the BoQ for the Level crossings (Ref. No. 2) we can find Level crossing on km 245+612, but in the	Please see Contracting Authority Clarifications No.1., response to the Question No. 11. In FIDIC Yellow Book tender, “materials are not “Works” This is covered by Volume 4. Section 1.2, page 6. Please see Contracting Authority Clarifications No.1., response to the Question No. 11.

	Preliminary Design (Ref. 3) we can't find drawing ''Layout road crossing 261+780'' or ''Typical cross sec. and long. profile of road crossing 261+780''. Please give us information whether this road crossing is canceled or two drawings are missing. Question no. 4: Please find below questions about turnouts that we prepared along with the manufacturer. 4.1 What is maximum allowed speed over turnouts? 4.2 According to tender documentation, rails 60E1 are in accordance with SRPS EN 13674-1 and tongue rails 60E1A1 are in accordance with SRPS EN 13674-2. In line with that, please conform if stock rails, tongue rails and transition rails are in quality E260 or 350HT and if all the rails in turnouts are vertical in relation to turnout sleepers? 4.3 On page 46 it is specified that supporting elements (spreaders) should be made of EN GJS 500-7 grade of cast iron. Does that imply that all slide chairs, check rails supports and stops should be casted from material GJS 500-7? Please confirm if system of integrated rollers in slide chairs is requested? 4.4 Because the type of switching mechanism is not specified by tenderer documentation please clarify next issues: - How many clamp locking devices should be on each turnout types 60E1 – 300 and 60E1-760 and are they mutually connected with rods? - Does scope of supply also include metal sleepers for locking mechanism? 4.5 Should turnouts be delivered together with glued insulated joints? If yes, please specify hoy many GIJ are planed per one turnout? 4.6 Is turnout producer obliged to deliver hand manual boxes and lantern together with every turnout or not?	Please see Contracting Authority Clarifications No.1., refer to the response to Question 11. This is covered by PCC 1.1.6.12 and Volume 3.2A, Section 5.6.

<table>
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<td>4.7 By tender documentation it is started that fastening will be elastic, but it is not specified which type of fastening will be used. Please confirm, if SKL 12 type of elastic fastenings or some other types will be used.
4.8 Whether the tender documentation implies that all turnouts should be delivered completely assembled with prestressed concrete bearers to the construction site?
Turnouts are usually fully assembled on concrete bearers only for the purpose of technical acceptance test, because transportation of fully assembled turnouts from factory to construction site is very complicated and time consuming, and it will have huge impact on commercial and delivery conditions.</td>
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<td>23.</td>
<td>We refer to Tender Dossier Volume III, file 4du_techspec3.1_en.docx, Paragraph 5.2 of Technical Specifications CLOSURE PERIODS OF THE RAILWAY LINE.
As we are not sure of the correct available traffic interruption periods, we kindly ask you to confirm our current understanding according to the example we have drafted in the table to follow

<table>
<tr><th>Start</th><th>Day</th><th>Finish</th><th>Day</th><th>Hours</th><th>Traffic Interruption</th></tr>
<tr><td>02/03/20 07:00</td><td>Mon</td><td>03/03/20 19:00</td><td>Tue</td><td>36</td><td>YES</td></tr>
<tr><td>03/03/20 19:00</td><td>Tue</td><td>05/03/20 07:00</td><td>Thu</td><td>36</td><td>NO</td></tr>
<tr><td>05/03/20 07:00</td><td>Thu</td><td>06/03/20 19:00</td><td>Fri</td><td>36</td><td>YES</td></tr>
<tr><td>06/03/</td><td>Fri</td><td>10/03/</td><td>Tue</td><td>9</td><td>NO</td></tr>
</table>
</td>
<td>Please review Corrigendum No. 1 to the Tender Dossier, VOLUME 3, 4du_techspec 3.1_en, Section 5.2.</td>
</tr>
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	<table><tr><td>20 19:00</td><td></td><td>20 19:00</td><td></td><td>6</td><td></td></tr></table> As a matter of fact, assuming our understanding is correct, we have noticed that Works within the limit of the ballast do not start every week on Monday at 7 a.m. since the typical week indicated in the specifications has a duration of 204 hours/week instead of 168 hours/week.	
24.	We would like to obtain the tender dossier for the procedure mentioned above. Does a person coming need any power of attorney?	Please see Contracting Authority Clarifications No.1, answer to the question No.1.
25.	According to Tender dossier please answer following question: Question: According to IPA funding, VAT and Custom duty for Contractor is excluded. Please confirm that: • Above exemptions would be directly applied, or if it shall be ask for their application and, in such case, if any requirement must be met by the contractor • If the same exemptions will be applied also towards Subcontractors, i.e. VAT and custom duty will be excluded also for them.	Please see Contracting Authority Clarifications No.1, answer to the question No.21.
26.	Tender documentation requires compliance with TSI standards. Does the equipment for the Overhead Contact Lines (OCL), (poles, cantilevers, brackets, fasteners, etc.) of domestic manufacturers who manufactured the same according to the valid catalog of Serbian Railways and have a license for their installation, can be offered in the tender. Namely, the Overhead Contact Lines (OCL) equipment is not specified in the TSI system regulation which is on the website of the Railway Directorate. Commission Regulation (EU) No 182/2011 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the subsystem "infrastructure" of the rail system in the	Please refer to Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en , Section 7, new No.17.

	European Union	
27.	We would like to obtain the tender dossier for the procedure mentioned above. Does a person coming need any power of attorney?	Please see Contracting Authority Clarifications No.1, answer to the question No.1.
28.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Tender document '4du_techspec***3.2B***-en' states there should be "strong sounding bells". The Contractor assumes that it is possible to use electronic sound generators and loudspeakers. Please confirm that electronic sound generators and loudspeakers can be used.	It is confirmed
29.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: In Chapter 1.2 its required: Mean Time To Repair (MTTR): according to the Art. 9 of Rulebook on maintenance of signalling-interlocking facilities In Chapter 1.4 its required: Reliability level of 0,05 disturbances per section per one year shall be proved. The Contractor shall also submit the data on Mean Time To Repair (MTTR) As of understanding of the Contractor, Art. 9 of Rulebook does not specify MTTR. Therefore the Employer / End-Recipient shall define the data on MTTR accordingly.	Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 1.5.
30.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.2: Common system failure, which may mislead the system and endanger safety,	

	must be of least possible probability (SIL4 level) The Contractor unterstands that "Common System" comprises: MMI + electronic Interlocking + relevant outdoor elements. Therefore we ask the Employer to change the requirement as following: "Common system, compromising Electronic Interlocking, relevant outdoor elements and MMI, failure, which may mislead the system and endanger safety, must be of least possible probability (SIL4 level)."	Please be informed that your proposal is not accepted
31.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.2: Adjustable system working cycle in range 200ms-500ms The Employer/End-recipient has no possibility to check the requirement and it will not influence functionality of the system. Therefore the Contractor asks to not specify this requirement, Employer/End-recipient to confirm.	Please be informed that your proposal is not accepted
32.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.2: "Application software – includes specific signalling logic, computer interfaces for diagnostics and maintenance, additional HMI application, modules for individual control of exterior elements as well as interfaces for automatic train protection system (at this stage), that is for ETCS system (at a later date). This software shall be evaluated by an independent institution (Safety Case Certificate);" Due to unclear describtion of ETCS requirement to be considered the Contractor asks to change the requirement	

	as followowing: "Application software – includes specific signalling logic, computer interfaces for diagnostics and maintenance, additional HMI application, modules for individual control of exterior elements as well as interfaces for automatic train protection system (at this stage), the hardware shall be prepared for an later upgrade with an decentral ETCS L1 solution (at a later date). This software shall be evaluated by an independent institution (Safety Case Certificate);" Can you confirm this?	This cannot be confirmed.
33.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.2: Non-safety-related controller shall be installed on the interface frame, with programmable logic, through which commands shall be given and status signals received in respect of other system elements which are not connected to the route safety elements (e.g. heating of switches). Block diagram of connections of this controller shall be set forth in the Design for Execution of the Works. The controller communicates with the electronic (computer) configuration through the connection to the local network. A mix of vital and non-vital functionality should be avoided. Contractor proposes that non-vital functions (e.g. point heating, diesel engine, etc.) shall be controlled by a independend SCA***DA*** system. Employer / End-recipient to confirm.	Please be informed that your proposal is not accepted.
34.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor	

	asks for following clarification: The tender requires in chapter 1.2: The controller communicates with the electronic configuration via the local network port A mix of vital and non-vital functionality should be avoided. Contractor proposes that non-vital functions (e.g. point heating, diesel engine, etc.) shall be controlled by a independend SCA***DA*** system. Employer / End-recipient to confirm.	Please be informed that your proposal is not accepted.
35.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.3: The station part of the APB device represents the electronic interlocking device updated and extended by an appropriate hardware and software so as to achieve the required functions of a centralized APB (control and command of block signals, control and command of devices that provide information concerning the state of block sections occupancy, and control, command and visualization of all the information received at the station interlocking device). The centralized block is an integrated part of the Electronic Interlocking and therefore can not be considered as separate. Therefore this requirement shall be not be sepcified, Employer to confirm.	Please be informed that your proposal is not accepted.
36.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.3: Hardware upgrade and expansion of electronic interlocking device is achieved by installing the appropriate number of controllers of field elements covering the	

	needs of distributed equipment that belongs to the zone for managing the specific station. The centralized block is an integrated part of the Electronic Interlocking and therefore cannot be considered as separate. Therefore this requirement shall be not be sepcified, Employer to confirm.	Please be informed that your proposal is not accepted. This is covered in Volume 3.2B, Section 1.3.
37.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.3: Hardware upgrade and expansion of electronic interlocking device is achieved by installing the appropriate number of controllers of field elements covering the needs of distributed equipment that belongs to the zone for managing the specific station. The centralized block is an integrated part of the Electronic Interlocking and therefore cannot be considered as separate. Therefore this requirement shall be not be sepcified, Employer to confirm."	Please refer to the response to the Question 36.
38.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.4: - A connection of simple USB module shall enable the opening of start-up programmes for the operator's personnel; Due to IT security issues USB ports must be disabled, therefore the specified Employer Requirement shall not be applicable and deleted in the Technical Specification. Employer / End-Recipient to confirm."	Please be informed that your proposal is not accepted.
39.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification:	

	The tender requires in chapter 1.4: Required minimal technical characteristics for components of MMI are given in the following text. MMI Control Unit, in a „2 out of 2“safety architecture, which shall perform evaluation of the visualisation logic, the interface with the SID and recording/playback of the events and visualised items. This unit shall consist of two industrial-based PC computers (primary unit and secondary units), each of the computers shall include central processing unit, power supply unit and input/output unit. The operation of the Control Unit shall be based on the Windows operating platform (Windows 10 Enterprise or later), with usage of typical Windows layout and facilities (e.g. point&click, windows with buttons and/or menus etc). The minimal characteristics of the industrial PCs shall be the following: - processors, 8 cores/16 threads each - 32 GB RAM DDR3 - Ethernet ports - sets of external hard disks in RAID 1 configuration (one set as hot spare); each set with 1TB capacity - DVD-RW optical drive - A robust IP54 housing The Contractor asks to verify the Ingress Protection requirement, as IP 54 refers to a splash-proof hardware which us unusual and unnecessary requirement for indoor installation. Therefore the Contractor asks to change the IP rating to IP40 which is the standard Ingress Protection rating for standard COTS HW. Employer to confirm."	Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 1.4.
	"With reference to Vol. 3,	

40.	4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.7: - made of hard and durable (resistant) material, transitional resistance toward the ground at least 200 kΩ, and resultant resistance between 6.4 MΩ and 1 GΩ; - shall be an insulated raised (access) floor in mosaic form (600x600 mm squares), whose transitional resistance is at least 200 kΩ, and bearing capacity 8 KN/m2; Since for electronic interlockings the floor cabinet must be grounded this requirement is not applicable. (This requirement referes to relay interlocking technology.) Therefore we ask you to change or delete this requirement. "	Please be informed that your proposal is not accepted
41.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 2.2: The wheel sensors shall also satisfy other conditions from standard SRPS EN 50617-2. As the norm EN 50617-2 does not sufficiently specify interoperability/compatibility, we propose to extend this requirement with the following wording: In order to guarantee an available and reliable operation it is mandatory to ensure the interoperability/compatibility between the train detection system (axle counter detector) and rolling stock, both the systems shall comply with Technical Specification of Interoperability – TSI CCS according to Commission Regulation (EU) 2016/919. These shall be confirmed with a certificate issued by a notified body (NoBo). The certificate for the offered	There is no requirement in the Tender that Certificates issued by a notified body (NoBo) be included in the Tender. Please be informed that your proposal is not accepted. This is covered by Volume 3.2B, Page 6.

	sensors shall be submitted with the offer documentation. Please confirm. "	
42.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 2.7: Activation/deactivation devices As the norm EN 50617-2 does not sufficiently specify interoperability/compatibility, we propose to extend this requirement with the following wording: In order to guarantee an available and reliable operation it is mandatory to ensure the interoperability/compatibility between the train detection system (axle counter detector) and rolling stock, both the systems shall comply with Technical Specification of Interoperability – TSI CCS according to Commission Regulation (EU) 2016/919. These shall be confirmed with a certificate issued by a notified body (NoBo). The certificate for the offered sensors shall be submitted with the offer documentation. Please confirm. "	There is no requirement in the Tender that Certificates issued by a notified body (NoBo) be included in the Tender. Please be informed that your proposal is not accepted. This is covered by Volume 3.2B, page 6.
43.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The BoQ gives no numbers for switch-on and switch-off elements, road signals and barriers for LC 255+449. Please indicate numbers of switch-on elements, switch-off elements, road signals and barriers for this LC.	Please refer to the Contracting Authority Clarifications No.1, response to the Question No. 11. Please refer to response to the Question No. 2.
44.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The BoQ gives for all LCs 2 switch-on	Please refer to the Contracting Authority Clarifications No.1, response to the Question No. 11.

	elements and 2- switch off elements (besides 255+449 - no numbers given - and 261+780 - 4 switch-on elements and 4 switch-off elements) independent of number of tracks (245+612 and 247+068 cross two tracks each) and configuaration (LC in station/partly in station/with or without block signal(s) in approach area). Please indicate correct number of switch-on and switch-off elements for all LCs.	This is covered by Volume 3.2B, Section 2.7.
45.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The document 4du_techspec***3.2B***-en states that road signals have to be equipped with LED, 136mm diametre. This diametre is smaller than the optics used in former projects - Employer to confirm that diametre of 200mm for optics of road signals is also allowed. Rulebooks require two filemant bulbs or LEDs for road signals. We assume that it is also possible to use ""one filament LED"" if safety and reliability of this solution is given. Employer to confirm. "	Please refer to response to the Question No. 20.
46.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Contractor asks for clarification regarding requirements for adaption of existing Westinghouse screen. According to Tender documentation the understanding of the Contractor is that only display of information and no remote command and control out of the CTC needs to be considered. Please confirm. Or otherwise please specify in detail	Please refer to response to the Question No.4.

	which information (e.g. commands) has to be exchanged and which data protocol has to be used."	
47.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Contractor asks for clarification regarding discrepancy between timelines mentioned in the General Employer requirements compared to Preliminary Design. In Volume 3 '4du_techspec***3.1***_en' it is specified that the project shall be executed in two phases (Section 01 & 02) while document of Preliminary Design 'K4 S26 - Tehn Odv Saob Izv Rad' specifies an execution of seven phases. The contractor consideres that exuction of the project shall be followed according specified duration times in document '4du_techspec***3.1***_en' chapter 5.7 (execution of Section 01 & 02). Employer to confirm."	Please refer to the Contracting Authority Clarifications No.1, response to the Question No. 11.
48.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The contractor understands, based on Tender document '4du_techspec***3.2B***-en' chapter 2.9, that tests on completion will be done in two phases, Section 1 and Section 2. Please confirm that separate Taking over Certificates will be issued for Section 1 and Section 2."	This is covered by Volume 3.1, Section 6.13.
49.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: ""Existing command-control desks assembled in stations Medjurovo, Belotince and Doljevac shall be dismantled and new command control system of electronic type (MMI) shall be installed which present electronic interface between station operator and	This is covered by Volume 3.2B, Sections 1.2, 1.4 and 1.7.

	station interlocking device."" Employer to clarify if new local MMIs need to be installed at all three stations Medjurovo, Belotince and Doljevac and if a Maintenance Workstation shall be considered."	
50.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: ""The Employer/End Recipient will provide to the Contractor all necessary information regarding the functionality of existing signalling/interlocking system Siemens-EI SpDrS-64-JŽ (insight into the Standard Installation Design)."" The Contractor asks the Employer/End Recipient to provide the documentation already now during the tender phase for required review and consideration of requirements in the bid of the Contractor."	For the mentioned drawings, please consult Annex No.2 to the Clarifications No.2.
51.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Contractor understands that according to tender additional interface hardware has to be installed in station NIS and Brestovac. Employer to provide a room plan for the additional hardware which is required due to the block interface."	For the mentioned drawings, please consult Annex No.2 to the Clarifications No.2.
52.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Contractor understands that ccording to tender additional interface hardware has to be installed in station NIS and Brestovac. The Employer to confirm that the existing power supply (and batteries) have sufficient reserves to supply the additional interface hardware. The Contractor assumes that 3-5kVA will be	Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 1.6.

	necessary."	
53.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: ""In the existing signal lamps is used optical system with parabolic lenses, coloured glass, divergent glass and lamps with double fibre 12V, 20/20W. Because of short operative life and failures caused by fibre burning-out, it is predicted that new signals shall be equipped with signal lamps in LED technology."" The Employer to confirm that also bulb type lamps instead of LED indicator can be used."	Please be informed that your proposal is not accepted.
54.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: Employer to confirm that there is no "automatic train route setting" functionality required and all train routes have to be set manually by train operator.	This cannot be confirmed.
55.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: ""Level crossing road warning signals serve to warn road traffic participants about the approaching of a railway vehicle to the level crossing, i.e. about the closing of the crossing by half-barriers. Level crossing interlocking device shall be equipped with road light signals with the optics 136mm in LED technology, with light dispersion angle of 120° and blinking light in the rhythm of 60 blinks per minute. No later than 8 seconds after the railway vehicle's passage over the deactivation devices, the road warning signals shall switch off, in the absence of half-barriers, i.e. upon the placement of the half-barriers in the end top position."" The contractor, for economical reason,	Please be informed that your proposal is not

	proposes to use reflectors instead of LED lights. Employer to confirm."	accepted.
56.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Employer to confirm that the existing signaling / telecom cable (according to Employers Requirements ***3.2B*** – chapter 1.3 and 3.2), which is installed between the stations, can be used and there is no new cable required.	Please be informed that your proposal is not accepted. This is covered by Volume 3.2B, Section 1.3 and 3.2 This is covered by Volume 4, Schedules 13 and 15.
57.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Employer to confirm if cables in line with "Bauprodukteverordnung" (Construction Products Regulation) need to be used or not.	The Contracting Authority cannot give a prior commitment on the implementation of the contract.
58.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: Is it allowed to install electronic interlockings based on experimental or rare concepts like boolean algebra or shall the electronic interlocking be based on ""Spurplantechnik/Geographical principle"" which is known and acepted in Serbia since decades? Employer to confirm."	The Contracting Authority cannot give a prior commitment on the implementation of the contract. This is covered by Volume 3.2B, Section 1.2.
59.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: There are no requirments that the offered signalling equipment shall have any references, approvals and commercial operations on corridor lines in Europe. To avoid, that the suppliers will offer prototype tecnologies without references	There is no requirement that reference letters are required to be included in the tender.

	we strictly recommend to add to the tender requirments the following sentences: The offer must include a reference letter issued by the railway autorithy of a member state of the european union or beneficary country, that the offered equipment is in commercial operation on corridor lines. Reference letters shall be provided for: - electronic interlocking with intergrated electronic Block - electronic Level crossing - axle counters Employer to confirm."	
60.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: Within FIDIC yellow book the Preliminary Design represents the basis for cost calculation and providing the offer. Moreover the Preliminary Design represents the basis for Design for Construction Permit (DCP) and Design for Execution of Works. The Preliminary Design and its Review (7.3 ANNEX C: REVIEW OF PRELIMINARY DESIGN), for example, clearly describes interlockings based on relay technology, which is in contradiction with the Employer Requirements where installation of electronic interlockings are required. This is only an example, numerous other examples exist. Given the fact that the Preliminary Design is obviously outdated, the basis for an offer based on FIDIC yellow book is not given. According to FIDIC the Employer is obliged to provide tender documents that must be clear, concise, understandable and unquestionable, and that they must be provided in such a way as to enable the Contractor to work out a precise offer. For	Please note that the contract which is subject to this procedure is "design- build" type. The tenderer is allowed to propose his technical solution as long as it is in line with the Tender documentation, in particular with Employer's Requirements (see Volume 3).

	the time being this is not given. Therefore we ask you to provide a valid Preliminary Design which reflects the Employer Requirements. "	
61.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Contractor requests to align the provision of the Particular Conditions of the Contract, Sub-Clause 14.7, with the mandatory provisions of the Serbian law in respect to payment due date, i.e. to change the payment due date occurring not later than 60 days following the issuance of Interim Payment Certificate or any other payment instrument. Employer to confirm.	Please see Contracting Authority Clarifications No.1., answer to the question No.22.
62.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Contractor requests to change the provision regulating the due date for the advance payment stipulating a payment date not later than 21 days following the fulfilment of the relevant conditions. Employer to confirm.	If you question is related to the payment of advance payment, it is regulated by the Clause 14.7 of the General and Particular Conditions of Contract
63.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Contractor asks to specify the positions of the activation sensor for LC at km245+612,2 and LC at km247+068. Moreover the Employer shall specify the train route dependencies, if an activation sensor is situated within station Nis."	Please refer to response to the Question No. 44.
64.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Contractor asks to specify the positions of the activation sensor for LC at km267+142,33.	Please refer to response to the Question No. 44.

	Moreover the Employer shall specify the train route dependencies, if an activation sensor is situated within station Brestovac."	
65.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Employer shall specify if the activation sensor for the LC at km247+068 is situated in front of the branch toward Nis/Medjurovo (for trains coming from Nis Marshalling).	Please refer to response to the Question No. 44.
66.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: As the required SIL level for the MMI is SIL0, we assume that there is no need of a mutual check between MMI PC (personal computer) and MMI Software. Please confirm. "	Please be informed that your proposal is not accepted. This is covered by Volume 3.2B, Section 1.4
67.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Employer to specify which fire protection class according to EN50575 applies for the following rooms: Interlocking room, Battery room (UPS), Power Supply room, Operators room.	All Design (including the Contractors Preliminary Design) in a FIDIC Yellow Book Tender is fully that of the Contractor to the Employers Requirements. This is covered by Volume 3.2B, Section 2.5
68.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: ""On remaining sections Medjurovo-Belotince and Belotince-Doljevac, the APB will function as standard centralized electronic automatic block, with direct communication between electronic interlocking devices in adjacent stations."" The Employer to confirm that there is no	It is confirmed that there is no automatic block system or station-station dependency between station DOLJEVAC and KURŠUMLIJA,

	automatic block system or station-station dependency between station DOLJEVAC and KURŠUMLIJA. The Contractor expects that train traffic is secured by telephone from Operator to Operator."	
69.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: After review by the Contractor of the BoQ for Signaling Scope the individidual costs do not correspond to total sum (e.g. position for cables not considered in total sum). The Contractor aks the Employer for review of the BoQ sums and revise overall Budget as applicable. "	Please refer to the Contracting Authority Clarifications No.1, response to the Question No. 11.
70.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: Based on raised questions for general basis of the design (e.g. difference of availabe Preliminary Design compared to Employer Requirements) and therefore expected clarifications by the Employer, the Contractor asks the Employer for five (5) weeks extension of the bid submission date (5th November 2019) to ensure propoer time for review and consideration of the Employer clarifications in the offer. Employer to confirm.	Please refer to the Contracting Authority Clarifications No.1, response to the Question No. 11.
71.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: Employer to confirm the understanding that a tenderer or a member of consortium being a tenderer, may participate as a subcontractor in different tenders only if that is unjustified by the specific nature of he marker and subject to the clearance by the contracting authority? I.e. please confirm the understanding that a subcontractor, which is not a tenderer or a member of consortium being a tenderer, may participate in different tenders?	Please refer to response to the Question No. 21.

	If the above understanding is not correct, could you please consider deleting the third sentence of the Clause 4 of the ITT since such provision, the effect contrary to the above understanding is effectively limiting the competition? If none of the above is confirmed i.e. accepted, please clarify what the contracting authority would consider to be a specific nature of the market and at what point of time the clearance shall be granted?"	
72.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7 of the Tender Documentation the Contractor asks for following clarification: The Employer to confirm the following understanding of the declaration no. 13 contained in the Tender Form Volume 1 Section 2 of the Tender Dossier, i.e. could you please confirm that the administrative sanction in the form of financial penalties amounting up to 10% of the estimated value of the contract is applicable only in case of willful provision of a false statement / declaration?	Please refer to Instructions to Tenderers (ITT) 3.4 "Tenderers guilty of making false declarations may also incur financial penalties up to 10% of the total value of the contract and exclusion, in accordance with the Financial Regulation in force". Thus the penalties will not be applicable only in case of willful provision of a false statement.
73.	With reference to Tender Dossier, Volume 3, Particular Employers requirements ***3.1*** (Document 4du_techspec***3.1***_en.docx), we asks for following clarification: Tender requirement is that Design and executed works must be TSI complaint, our understanding is that offered equipment and offered OCL system for this Tender must be also TSI certified and respective TSI certificates must be included in the Offer and stated in Form 4.6.11. Please confirm.	There is no requirement in the Tender that TSI Certificates be included in Form 4.6.11.
74.	With reference to Tender Dossier, Volume 4, Schedule of prices (Document 4dx_finoffer_4dot2_en.docx) and Volume 3, Particular Employers requirements ***3.2B*** (Document 4du_techspec ***3.2B***-en.doc) , we asks for following clarification: Tender requirement, Schedules related to	Please refer to the response to the Question No. 13.

	Overhead Contact Line no. 4.2.***3.1***2 and 4.2.***3.1***4 refer to List of Employers Requirements Mandatory Spare Parts and Mandatory Special Tools. Since there is no such requirements in Particular Employers requirements ***3.2B*** our understanding is that this positions should not be filled out.	
75.	With reference to Tender Dossier, Volume 1, Section 1, Instruction to Tenderers, chapter 12.Information/Documents to be supplied by the Tenderer, point 12.2.c) Technical capacity, we asks for following clarification: It is stated "The works performed by the JV/Consortium member or a sub-contractor must include all the elements specified in 12.2.c)1)a)". Please clarify whether is acceptable that the subcontractor provide some of the elements specified in 12.2.c)1)a) and Joint venture to fulfill jointly all the required elements specified in 12.2.c)1)a).	Please note that according to PRAG Section 5.3.4. Additional information during the procedure, "The Contracting authority cannot give a prior opinion on the assessment of the tender".
76.	Hereby we kindly ask you for a postponement of the offer submission date stated in clause 1.2 of Volume 1 in Section 1 for the tender EuropeAid/140002/IH/WKS/RS "The modernization and rehabilitation of the railway section Niš – Brestovac" by at least 21 calendar days. The reason for this request are the following: - The complexity is high due to interfaces to existing equipment - Serbian norms and standards have to be translated and evaluated by us.	Please see Corrigendum No.1 to the Contract Notice. and Corrigendum No.1 to the Tender Dossier.
77.	Regarding Tender Preparation , and according to paragraph 8 " Explanations Concerning Tender Documents " in Volume 1 , Section 1 " Instructions to Tenderers " , we kindly would ask : " Dear Sir , Madam	Please see answer to the question No. 76.

	Due to the importance of the Project and its relevant scope , and considering also that " Design and Build " tenders require a complex technical preparation (mainly in signalling systems , track works , electrification) , We kindly ask for an extension of time of 4 weeks of the deadline for submission of tenders "	
78.	1) Please confirm if one company can be nominated Subcontractor in more then one Offer? 2) Please confirm if one company can supply his equipment to different Tenderers?	1) Please refer to the response to the Question No. 21. 2) Yes, one company can supply their equipment to different tenderers.
79.	Having access to the Report of the Audit Committee for the professional control of the technical documentation on the performed expert control of the Feasibility Study and Conceptual Design, no. 350-01-00781 / 2014-14 from August 22, 2018, which is enclosed in the Tender Documents, we noted that the Report refers to previously issued Location Conditions no. ROP-MSGI-26551-LOCA-2/2017, Code no. 350-02-00968 / 2017 from 07.12.2017. As new Location Conditions no. ROP-MSGI-26551-LOC-3/2018, Code no. 350-02-01657/2018-14 dated 01.03.2019. in accordance with Article 118 of the Law on Planning and Construction (Official Gazette of RS, No. 72/09, 81/09 - correction, 64/10 - decision of the US, 24/11 and 121/12, 42 / 13 - US decision, 50/2013 - US decision, 98/2013 - US decision, 132/14, 145/14, 83/18, 31/19 and 37/19), for the facilities referred to in Article 133 of the same Law, it is necessary to obtain the Report of the Republic Commission which concludes that the urban and other parameters in the new location conditions	Please refer to the response to the Contracting Authority Clarifications No.1, Question No. 11.

	have not been changed in relation to the same parameters in the old location conditions, and that in this sense they do not affect the technical solution from the Conceptual design, which was adopted at the Audit Committee session held on 21 August 2018, on which the Report was submitted to the Investor, and that on that basis, the Investor may proceed with the preparation of the next stage of the technical documentation. In order to proceed with the preparation of the Project for a building permit with technical control, in accordance with the Law on Planning and Construction and the provisions of the Rulebook on the content, manner and procedure of preparation and manner of performing technical control of technical documentation according to the class and purpose of the facilities ("RS Official Gazette", No. 72/18), it is necessary to obtain a new Report of the Republic Commission confirming the compliance of the old and new location conditions, in order to complete the procedure for designing and adopting the Feasibility Study and the Conceptual Design. Since it is the obligation of the Bidder and the potential Contractor to prepare the Construction Permit Project, please answer us how this problem will be overcome, because without the new Report of the Republic Commission, whose acquisition is the obligations of the Investor, that is, without completing the complete procedure the preparation of the Feasibility Study and the Preliminary Design, cannot proceed with the preparation of the next stages of the technical documentation.	
80.	In Tender Dossier, volume 3, file 4du_techspec***3.1***_en, item 5.2. Closure periods of railway line states „The Works within the limit of the ballast are to be carried out during two interrupted 36- hour work periods, separated by a 36 open	Please refer to the response to the Question No. 23.

	period, followed by 96 hours (four days open period) of regular transportation service. The time for commencement of Work shall be 07,00 on each Monday“ That means track closures will begin every Monday at 07:00h with a duration of 36h after which track will be open for 36h than again starts track closure of 36h after which track has to be open for period of 96h. Bearing in mind the above; 36+36+36+96 (8,5 days) we're getting to Tuesday 19:00h. Can Contractor count on two 36h closures per week (if there will be no longer closures becouse of objects), that is, will the period of 96h open line shorten on 60h so that next week the track closure can begin on Monday at 07:00h. Please explain in more detail the organization of the track closures.	
81.	As for the technology of performing works on two track sections; Niš - Medjurovo, Niš – Niš Ranžirni, Niš Ranžirni - Medjurovo; will it be possible to have a longer track closure than 36 hours or even a permanent track closure on one track while performing works on these sections?	Please refer to the response to the Question No. 23.
82.	Is it possible to deposit material from the excavation (ballast and transitional layer) temporarily along the railway to the JŽI's land during the track closure and to take it to a permanent dump after the track closure? Can this material be used as a finish layer to build service / access roads along the railway line?	The Contracting Authority cannot give a prior commitment on the implementation of the contract. This is covered by Volume 3.1, Section 3.2.
83.	In Tender dossier volume 3, file 4du_techspec***3.1***._en, under paragraph 3 PURPOSE OF THE WORKS, 3.2. 7.18 WORKS it is mentioned that it is foreseen to be built approximately 10km of noise barries. In the same document under paragraph 7.5 Annex E – TOR FROM THE END RECIPIENT under item 05 SUBSTRUCTURE it is stated „Envisage fences and panels for noise protection within the Preliminary Design. Barriers on the part of the railway line from km	Please refer to the response to the Contracting Authority Clarifications No.1, Question No. 11. The Employers Requirement for Noise Barriers are included in Volume 3.2A, Section 7.18 The extent of the Noise Barriers are to be found in Volume 4. Schedule No. 4.2.3.10 NOISE BARRIERS CONSTRUCTION WORKS –SUMMARY

	253+950 until 255+200 should be foreseen in the Preliminary Design due to the proximity of the local road.“ Here it is clear that there are 1.250 * 2=2500m of noise barriers which is not according to above statment on construction of approx. 10 km. Please provide us with the exact locations of noise barriers and the preliminary design. Without it it is imposible to estimate the cost of noise barriers.	Please review Corrigendum No.1. to the Tender Dossier, Volume 4, Errata. Please refer to the response to the Question No. 60.
84.	According to the technical spec. for eletrical works; Tender Dossier, file 4du_techspec3.2b_en, it is stated that we are supposed to construct lighting on level crossings, underpasses, stops and stations, however in the preliminary design there is no mentioning of lighting. Lighting is only estimated in the indicative BoQ in exel. Could You please provide us with preliminary design on lighting?	Please refer to the response to the Contracting Authority Clarifications No.1, Question No. 11. Please refer to the response to the Question No. 60.
85.	5.7.1 it is stated „This includes placing of crushed stone into the track, lifting the track on alignment with necessary super elevation and extension in the curves and tamping, mechanical lining and dynamic stabilization of the track per direction and alignment, with elastic fastenings on concrete sleepers, and finishing of ballast prism.” How does technology envisage a 36h track closure after which the track is open for traffic under speed limit, is it the obligation of the Contractor to perform dynamic stabilization after each closure of the track and to perform mechanical profiling the ballast prism of the part of the track on which he performed the work? Is it necessary to perform dynamic track stabilization at all, since, according to the technology of the works, the works are carried out in 36h track closures after	The Contracting Authority cannot give a prior opinion on the implementation of the contract. This is covered by PCC 1.1.6.12 and Volume 3.2A, Section 5.7.1.

	which regular traffic on the track is established?	
86.	In Tender Dossier, volume 3, file 4du_techspec***3.1***_en, item 5.2. Closure periods of railway line states „There will be a speed restriction on the line during the Time for Completion according to the rules and instructions of the End Recipient.“ For how long and what is maximum lenght of speed restriction in part of track that Contractor is working on?	Please refer to the response to the Question No. 23. The Contracting Authority cannot give a prior commitment on the implementation of the contract.
87.	According to the Tender Dossier, Volume 3, 4du_techspec***3.2A***_en in paragraph 5.6, point 7, it is stated „Track fastenings shall be of most simple, easy for fixing, may require minimum maintenance and allow easy replacement of all fastening components, without screws, fully clipped.“. The above description is limiting given that there is only one manufacturer of elastic fastening without screws in the Serbian and surrounding markets. We believe that the requirement without screws is redundant, and please change it so that other reputable, European and worldwide suppliers of elastic fastening can offer their product (type SKL or W which include screws). Furthermore, the described fastening require a special type of concrete sleepers, for which local manufacturers do not have certified and formed production lines.	Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec 3.2A_en, Section 5.6, bullet point 7.
88.	What's acceptable way for the Investor of Joint Venture issuing tendering guarantee? Our proposal is that XXXX, as a leader of Joint Venture, will provide a tendering guarantee in amount of €600,000.00 as requested in tendering documents. At the same time, the other parties will provide their tendering guarantee to XXXX. If the investor has any other better way or suggestion, we're glad to accept it.	Please refer to ITT 12.1.12 "All tenders must comprise the following information and duly completed documents: Tender guarantee, using the form provided in Volume 1, Section 3". Therefore, only one guarantee must be provided by a tenderer - JV/Consortium as a whole.
89.	Is it possible for a Chinese company whose subsidiary registered in Serbia to	Please review the Contracting Authority Clarifications No.1, response to the

	take part in tendering for the project as the leader party of Joint Venture?	Question No 2.
90.	There is one documents called TAX AND CUSTOMS ARRANGEMENTS in section 7, volume 2 that we can't find it in CD-ROM received from the Ministry of Finance. Does it exist in tendering documents? Where can we find it?	The question is not clear. Volume 2 contains only 6 sections.
91.	We found that there're some missing price in BoQ listed in additional information regarding Lighting works. Is it possible for the Investor to provide relative budget information? Besides, we have't noticed anz budget regarding detail design (construction design). Can we get some more budget information regarding Design and Drawings?	Please refer to the response to the Contracting Authority Clarifications No.1, Question No. 11.
92.	Is it possible to postpone 2 weeks based on current tendering date? We'd like more time to prepare requested documents in tendering documents.	Please see answer to the question No. 76.
93.	Considering the complexity of the Project and especially the content of the different requirements including the review of the Design, we kindly request you to grant an extension of 4 (four) weeks of the current deadline for the submission of the Tender.	Please see answer to the question No. 76.
94.	The same questions, was sent to you 5 times (3 times by email, 1 time by post office and 1 time personally on your registry office in Sremska 3-5 street, VII floor, 701 room). Our questions have significant influence on prices in our offer. Unfortunately, we did not receive any answer from your side and we have really short time for preparation of our offer. Because of this situation we kindly ask you for extension of the deadline for submission of tenders until 05.12.2019.?	Please see answer to the question No. 76.
95.	Ref. No. 1: Additional to TD / Preliminary Design / K4 S3 - Stanica-Station Medjurovo / Technical report	Please refer to the response to the Contracting Authority Clarifications No.1, Question No. 11.

	Ref. No. 2: Additional to TD / Preliminary Design / K4 S3 - Stanica-Station Medjurovo / Graphic documentation / Layout Ref. No. 3: Tender Dossier / Volume 4 / Schedule of Prices / Noise barriers 4.2.***3.1***0 Ref. No. 4: Additional to TD / EIA Study / PPF4-06-006-MI-150520-EIA RAILWAY SRB 190510 final / Page 207,208 of 230 Ref. No. 5: General employers Requirements ***3.1***./ 5.2.Closure periods of the railway line Dear Sirs, Regarding our participation in tender for The modernization and rehabilitation of the railway section Nis — Brestovac Republic of Serbia, we have noticed that: Question no. 1: Please define rail type for the gauge truck at the station Medjurovo - track no. 6 (Ref. No. 1) from km 249+823.615 to km 249+953.500 (Ref. No. 2), whether it is 49E1 or 60E1. Question no. 2: Please confirm that part "Works/metre (to be used for table below)" (Ref. No. 3, page 147) is not part of summary in Total (Lump sum) along with all sub—items at the same page. Which values should be input into bill for these items (for which particular wall) or should these cells be empty? Question no. 3: We have noted non-conformity between number of barriers in the list Schedules of Prices (Ref. No. 3) and EIA Study (Ref. No. 4). Noise barriers in Section 2 — by number 4.2.***3.1***0.2.12, 4.2.***3.1***0.2.13 and 4.2.***3.1***0.2.14 are missing in the EIA study. Please clarify that above mentioned barriers are part of this offer or not. Question no. 4: We have noted	The rail type is 60E1. Schedule No 4.2.3.10, Sub-Item No 4.2.3.10.1 is for use if additional noise barriers are required in the Design for Construction Permit They should reflect the costs in the table below. They are not part of the Summary. In accordance with Volume 5, Section 5.2 page 7 of 7, 3 – EIA (In Serbian Only) 2019, The above Documents are not part of the Tender Dossier and are for information only and available on DVD at the following address: Information only documents shall not form a part of the future Contract. Please review the response to Question No. 73.

	non-conformity between number of barriers in the list Schedules of Prices (Ref. No. 3, page 148) and Summary (Ref. No. 3, page 145). Noise barriers in Section 2 — by number 4.2.***3.1***0.2.12, 4.2.***3.1***0.2.13 and 4.2.***3.1***0.2.14 are missing in Summary. Please clarify. Question no. 5: In order to reduce traffic closers, is allowed construction of temporary deviations in railway reserved area on some parts of the project? Question no. 6: In ref. No 5 Defined closure periods are: - hours in separated periods with 36 hours open period between followed by 96 hours for open period - The time for commencement work shall be 07.00 on each Monday - The closure period will not be Saturdays and Sundays If works starts on 07.00 Monday, followed with respectively 36 hours closure period, 36 hours open period, 36 hours closure period, means that period od 96 hours will start on Friday 19.00. This means that new closure (after 96 hours) could be on Tuesday 19.00, not on Monday 07.00. Please clarify. Question no. 7: Because of complexity of the project and waiting for clarifications, can you approve extension of time for submission of offers for 4 weeks?	The Contracting Authority cannot give a prior commitment on the implementation of the Contract. Please refer the response to the Question No. 23.
96.	We would like to take your attention to time schedule of this tender. As experienced company we are facing big difficulties to prepare the offer. There are some discrepancies in Tender documents but also some open point in commercial and especially technical requirement. We are still waiting answers for clarification questions which strongly impact technical solution and commercial	Please refer the response to the Question No. 76.

	conditions. Normally, some clarification questions could bring new dilemmas or open points and increase risk for Tenderer without chance to clarify the topic again. We would like to underline that global companies has they own internal procedure to prepare and approve the Offer and this procedure take time. Trying to prepare the best offer, companies negotiate for potential partnership and this also can be done after official answers will be published. It is very important for Beneficiary and for the final customer to support competition and receive best quality offers. Because of all above mentioned we strongly suggest to postpone offer submission for additional 30 to 45 days. In that case evaluation process will be more simple and more transparent. Thank you in advance for your understanding and hopefully positive answer.	
97.	The company XXXX is interested to apply for tender The modernization and rehabilitation of the railway section Niš – Brestovac. The company XXXX is registered in Serbian Business Registers Agency as branch office of the Chinese company YYYY. The branch office, according to the Serbian law, is not considered as legal person. The tender for the modernization and rehabilitation of the railway section Niš – Brestovac is open to all natural and legal persons from EU territory. Questions: If Chinese company, which has already finished the project Rehabilitation by General Overhaul of the Junction "G" - Rakovica - Resnik section, from km 7+126 to km 14+554 (L=7.428 m), on Belgrade - Mladenovac - Nis - Presevo -	Please refer to ITT 3.3. "The eligibility requirement detailed in sub-clauses 3.1 and 3.2 applies to all members of a joint venture/consortium and all subcontractors, as well as to all entities upon whose capacity the tenderer relies for the selection criteria."

	State border railway line - total value of the work is 25,8 million EURO (this section is part of Corridor 10 and includes, excluding design, the work on the sub-structure and superstructure, railway station, OCL electrification, telecommunications and electronic signaling which is corresponding to the requirements for the technical capacity of the tenderer) form JV relations with EU company - tenderer, which fulfilled all necessary requirements for tender (such as EU TSI), would the EU company - tenderer be entitled to join the tender. Is Serbian branch office, as branch office of the Chinese company, entitled to join the tender as a subcontractor of the EU company –tenderer?	
98.	In accordance with instruction published in Tender Dossier we kindly ask you to answer following questions: In Volume 1, Section 4, Form 4.6.13. it is requested to submit all Modifications (addenda, corrigenda, minutes of the clarification meeting and responses to tenderers' questions issued). Question: do you accept to sign Statement to accept all Modifications (addenda, corrigenda, minutes of the clarification meeting and responses to tenderers' questions issued) instead of submitting all your documents? In any case all Modification will be included in Contract Agreement article 2.i In Volume 1, Section 4, Form 4.6.11. a list of materials and any supplies intended for use in the works, stating their origin…	Please refer to the instruction contained in the Form 4.6.13 "Tenderers shall include here copies of all Modifications (addenda, corrigenda, minutes of the clarification meeting and responses to tenderers' questions issued) in accordance with Clause 9 of the Instructions to Tenderers (if any). Each page of all modifications shall be initialed by the authorised person."

	Question: please define list of equipment for signaling scope which has to be provided detailed information.	
99.	Ref. No. 1: Tender Dossier / Volume 4 / Schedule of Prices / Volume4. 2.1 — introduction Ref. No. 2: Tender Dossier / Volume ***3.1*** / General Employers Requirements / 7.3 ANNEX C: REVIEW OF PRELIMINARY DESIGN from Revision Committee Ref. No. 3.' Tender Dossier / Volume 4 / Schedule of Prices / Substructure 4.2.3.5/ 4.2.3.5.2.78 Separator with integrated sludge trap Ref. No. 4: Tender Dossier / Volume 3.2 / PARTICULAR EMPLOYERS REQUIREMENTS - PART ***2A***-CIVIL WORKS / CONSTRUCTION OF SUPERSTRUCTURE / 5.12 DISMANTLING OF TRACK (Page 58) Ref. No. 5: Tender Dossier / Volume 4 / Schedule of Prices / Sperstructure 4.2.3. 6/ 4.2.3.6.1.35 - 4.2.3.6.1.36 Dismantle (Page 83) Question no. 1: In Ref.No.1 is written: In the case where the Tenderer's Design solution does not require a particular sub-item, the Tenderer shall enter 0.00 and shall also provide a short technical explanation for this sub-item not being required. Also in the case where a sub-item is required for the Tenderers Design but is priced at 0.00, a short explanation shall be provided. Please clarify where short technical explanation should be written. Question no. 2: In Ref.No.2 for BOOK 4, VOLUME 2.1 - PRELIMINARY DESIGN FOR RECONSTRUCTION AND MODERNIZATION - LINE LAYOUT is given remark: • Consider especially the possibility of constructing a delevelled road crossing	Please refer to the response to the Contracting Authority Clarifications No.1, Question No. 11. This should be attached as an Annex to the Documents required in accordance with Volume 1, Form 4.6.3, with reference to the particular Sub-Item No. Please refer to the response to the Contracting Authority Clarifications No.1, Question 11 .

	at km 261+780.628 (Municipal road - Zeleznicka Street) and extension of the track at the station Doljevac. This remark was present in Preliminary report of Revision Committee also. In Explanation of Design concerning this Report, Employer gave Statement that construction of overpass / underpass on this crossing could increase costs and extend time for construction, because of harmonization of the solution with the planning documents in force for this area. Our opinion is, in line with Employer's explanation, that detailed study of all design solutions should be part of Design for Construction Permit and construction of level road crossing should be included in the offer. Please confirm.	
	Question no. 3: For the item Ref. No. 3, there is no enough technical characteristics for the procurement of separators with integrated sludge trap. Please define the necessary characteristics: -Direct flow through the separator -By-pass flow rate -Sediment volume.	This is covered in Volume 3.2A, Section 9.1 and 9.4.
	Question no. 4: Please define a technical requirement for geotextile and geocomposite, type or some other characteristics.	This is covered in Volume 3.2A, Section 4.2
	Question no. 5: In railway stations and railway stops, Preliminary Design, technical requirements, you require benches, waste bins and others equipment. Please define the type and quantity of equipment required.	Please refer to the response to the Contracting Authority Clarifications No.1, Question No. 11.
	Question no. 6: Please provide detail drawings for Pedestrian fence made of tubular or box profiles for bridges and culverts.	This is covered in Volume 3.2A, Section 6.4, 7.22 and 24.

	Question no. 7: Please provide details for elevators which are parts of pedestrian underpasses.	This is covered in Volume 3.2B, Section 9.1.
	Question no. 8: Is there any special requirement with reference to disposal of steel structures to be dismantled?	This is covered by Volume 3.1 Section 2.
	Question no. 9: Please provide locations to be used for disposal of concrete and other material to be demolished.	This is covered in Volume 3.1 Section 2.
	Question no. 10: Is it possible to change / partially relocate the railway line to be reconstructed within the existing railway land?	The Contracting Authority cannot give a prior commitment on the implementation of the contract.
	Question no. 11: Please provide design of existing objects (bridges, pedestrian underpasses and culverts) or at least graphic documentation / As-built.	This is covered in Volume 3.1, Section 4.
	Question no. 12: Please provide detailed requirements with reference to pumping station for evacuation of water from the pedestrian underpasses (drawings of pump stations, capacities, types of pumps, etc.).	This is covered in Volume 3.2A, Section 7..
	Question no. 13: Please provide detailed requirements with reference to waterproofing of upper surface of the structures.	Please review response provided above.
	Question no. 14: Please provide detailed requirements for bitumen coating of the concrete surfaces in contact with soil.	
	Question no. 15: Please provide detailed requirements with reference to coating of concrete surfaces of curbs, edges, lower surfaces of brackets, side and lower surfaces of main girders along the entire length of the bridge, as well as all bearing beams and visible surfaces of columns and wings, with a protective hydrophobic	This is covered by Volume 3. This is covered by Volume 3.1, Section 4 and Volume 5, Section 5.1..

	coating for concrete. Question no. 16: Please provide Technical requirements for all objects that are parts of this tender. Question no. 17: Please provide design of existing railway and railway stations with technical description, graphic documentation / As-built. Question no. 18: Whether disposal of contaminated excavate ballast is Contractors scope of works? If yes, what is the percentage of ballast for disposal that we should calculate with in this offer? Question no. 19: In the Ref. No. 4 it is said that existing tracks are on concrete sleepers. In the site visit we have seen that sleepers are wooden. Is it disposal of contaminated wooden sleepers Contractors scope of works? If yes, what is the percentage of sleepers for disposal that we should calculate with in this offer? Question no. 20: Where is the location of" End Recipient Storage " named in Ref No. 5?	This is covered by Volume 3.1, Section 3.2, This is covered by Volume 3.1, Section 3.2 This is covered by Volume 3.1, Sections 5.3 and 5.4
100.	In the „Contract Notice“, part of „Selection and award criteria“, item a) stands „Tenderer must have completed at least one (1) JSIew/Modemisation Works contracts, with minimum contract value of 25 million euros, for public railways, compliant with EU TSI (Technical Specification for Interoperability). Reference works contract (s) must be of a similar nature covering works with railway line and including all of the following components: sub-structure and superstructure, railway station, OCL (Overhead Contact Line) electrification, telecommunications and electronic signalling. Railway line completed under the reference works contracts should have	Please note that according to PRAG Section 5.3.4. Additional information during the procedure, ”The Contracting authority cannot give a prior opinion on the assessment of the tender“.

	been for a minimum length of 10 kms. The works contracts must have been completed at any moment during the period of past eight (8) years from the date of submission of tenders.“ If the potential contractor has carried out work on a project of reconstruction / modernization of a railway line in the territory of the European Union, can such a project also prove that it was made according to the EU TSI? Is it possible to attach the contractor declaration of conformity and the statement that the Nis - Brestovac project will be designed (all materials and equipment) in accordance with the EU TSI with the requested reference of railway reconstruction / modernization? The request is not common, so please explain in more detail.	
101.	The preamble of the Particular Employer Requirements (Volume 3, part 28-SIGNALLING) states: “The information below is an overview of the minimal technical and functional requirements, foreseen by the Employer. The Contractor is allowed to propose this (as described below) or any other technical solution that guarantees the same (as described below) or better level of system functionality, which complies with the previously-mentioned norms and standards, especially the I SI CCS. By offering any technical solution the Contractor is allowed to foresee the removal of the legacy systems that are currently in operation as long as the Contractor will ensure smooth and continuous functioning of the system during and after the project implementation. Most importantly, this (as described below) or any other technical solution has to comply with the TSI CCS technical and procedural requirements and previously mentioned national norms and standards. This means that during the implementation stage, the	

	technical design of the proposed system has to be approved by a Notified Body (which guarantees that all the equipment and the system integration as a whole complies with the TSI CCS requirements) and by a Designated Body (which guarantees that equipment not in scope of TSI CCS complies with the requirements from national norms and standards). The fully installed system has to be approved by above mentioned bodies as well." Also, point 2 (Performance requirements) of the Particular Employer Requirements (Volume 3, part ***2B***-SIGNALLING) states: "Since the station electronic signalling-interlocking device can be found in a diverse technological environment (the existing and future interlocking systems and adjacent stations), it shall, in addition to the requirements set forth in the documents referred to in other chapters, also meet the additional specifications set out in the Annex I to the Commission Decision 2012/88/EU of 25.1.2012, as amended by the Commission Decisions 2012/696/EU of 6.11.2012, 2015/14 of 5.1.2015 and 2016/919 of 27.05.2016. These decisions updated the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European rail system (which also apply to conventional lines and high-speed lines)" According to Article 8 (Class B systems) of the COMMISSION REGULATION (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union states: "Member States shall ensure that the functionality, performance and interfaces of the Class B systems remain as currently specified, except where modifications are needed to mitigate safety-related flaws in	

	those systems." Also, point 2.2. (Scope) of the annex (Technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union) of this regulation states: "The Control-Command and Signalling Subsystem TSI specifies only those requirements which are necessary to assure the interoperability of the Union rail system and the compliance with the essential requirements (2). (2) Currently the CCS TSI does not specify any interoperability requirement for the interlockings, level crossings and certain other elements of the CCS. <..> Class B systems for the trans-European rail system network are a limited set of train protection and voice radio legacy systems that were already in use in the trans-European rail network before 20 April 2001. Class B systems for other parts of the network of the rail system in the European Union are a limited set of train protection and voice radio legacy systems that were already in use in those networks before 1 July 2015." According to the definitions and the requirements, set out in the above-mentioned Commission Regulation, the scope of the signalling and telecommunications systems, defined in the Particular Employer Requirements (Volume 3, part ***2B***) may be considered as Class B system. Please confirm if we understand correctly that the above-cited technical and performance conditions for the signalling and telecommunications parts of the Particular Employer Requirements (Volume 3, part ***2B***) require the technical solutions to comply with the national	The Contracting Authority cannot give a prior commitment on the implementation of the contract. Please note that there are also parts of the signalling system which belong to the scope of TSI CCS and therefore your

	norms and standards only. Consequently, during the implementation stage, the technical design of the proposed system would to be approved by a Designated Body only. Please also confirm that the Designated Body in the Republic of Serbia is the National Safety Authority (Directorate for Railways).	understanding is not fully correct. This is dependent on the Designated Body on the Base Date.
102.	RE: VOLUME 1, SECTION 1: INSTRUCTIONS TO TENDERERS INFORMATION/DOCUMENTS TO BE SUPPLIED BY THE TENDERER 12.2., c) Technical capacity of tenderer, point 1) - a): Can the following part of the requirement: "compliant with EU TSI (Technical Specification for Interoperability)," and related explanation: "The above requirements are to be interpreted as follows: • Compliance with EU TSI must be demonstrated through a certificate issued by the relevant notification body." be removed, i.e. deleted? This part of the requirement is not necessary and its delectation will increase number of prospective tenderers and therefore improve competitiveness. Explanations and reasons: a. The tender requires modernisation and rehabilitation only of a small, middle part of the existing corridor that is not in compliance with EU TSI and the tender does not include any ERTMS (ETCS and GSMR) equipment of any of ETCS levels, which would require compliance with EU TSI. b. In accordance with the Law on security in railway traffic, Section 2 - Interoperable sub-systems, Article 39, the application of the Interoperability related Control-Command and Signalling (TSI CCS) subsystem is obligatory on the lines with a maximum speed over 160 km/h.	Please be informed that your proposal is not accepted.

	Note: In the tender the required maximum line speeds are 90 km/h and 120 km/h. c. All modernisation and rehabilitation work required by the tender can be covered by the National law. d. There were no New/Modernisation Works contracts completed until now in Serbia, which are certified by a NOBO. e. There were no New/Modernisation Works contracts compliant with EU TSI, which are completed until now in Serbia. f. There is no NOBO - Notified Body registered and operated in Serbia.	
103.	RE: VOLUME 1, SECTION 1:INSTRUCTIONS TO TENDERERS INFORMATION/DOCUMENTS TO BE SUPPLIED BY THE TENDERER 12.2., c) Technical capacity of tenderer, point 2: Can the following part of the requirement: "compliant with EU TSI (Technical Specification for Interoperability)", and related explanation: "Design project is to be interpreted as follows: • Compliance with EU TSI must be demonstrated through a certificate issued by the relevant notification body." be removed, i.e. deleted? This part of the requirement is not necessary and its delectation will increase number of prospective tenderers and therefore improve competitiveness. Explanations and reasons: a. The tender requires modernisation and rehabilitation only of a small, middle part of the existing corridor that is not in compliance with EU TSI and the tender does not include any ERTMS (ETCS and GSMR) equipment of any of ETCS levels, which would require compliance with EU TSI. b. In accordance with the Law on security in railway traffic, Section 2 - Interoperable sub-systems, Article 39, the	Please review the response to Question No. 101.

	application of the Interoperability related Control-Command and Signalling (TSI CCS) subsystem is obligatory on the lines with a maximum speed over 160 km/h. Note: In the tender the required maximum line speeds are 90 km/h and 120 km/h. c. All modernisation and rehabilitation work required by the tender can be covered by the National law. d. There were no completed New/Modernisation Works design projects, which are compliant with EU TSI and certified by a NOBO until now in Serbia. e. There is no NOBO - Notified Body registered and operated in Serbia.	
104.	RE: VOLUME 3, PARTICULAR EMPLOYERSREQUIREMENTS, PART ***2B*** SIGNALLING, Regulations and standards for signalling-interlocking facilities and devices: Can the following part of the requirement: "- Commission Decision (EU) 2016/919, Technical Specification for Interoperability relating to the Control-Command and Signalling (TSI CCS) subsystems of the trans-European rail system;" be removed, i.e. deleted? Also, in conjunction to above the text that follows: "The information below is an overview of the minimal technical and functional requirements, foreseen by the Employer. The Contractor is allowed to propose this (as described below) or any other technical solution that guarantees the same (as described below) or better level of system functionality, which complies with the previously-mentioned norms and standards, especially the TSI CCS. By offering any technical solution the Contractor is allowed to foresee the removal of the legacy systems that are currently in operation as long as the	Please review the response to Question No. 101. Please be informed that your proposal is not accepted. The Contracting Authority cannot give a prior commitment on the implementation of the contract.

	Contractor will ensure smooth and continuous functioning of the system during and after the project implementation. Most importantly, this (as described below) or any other technical solution has to comply with the TSI CCS technical and procedural requirements and previously mentioned national norms and standards. This means that during the implementation stage, the technical design of the proposed system has to be approved by a Notified Body (which guarantees that all the equipment and the system integration as a whole complies with the TSI CCS requirements) and by a Designated Body (which guarantees that equipment not in scope of TSI CCS complies with the requirements from national norms and standards). The fully installed system has to be approved by above mentioned bodies as well." should be altered to remove references related to TSI CCS and NOBO and to be as follows: The information below is an overview of the minimal technical and functional requirements, foreseen by the Employer. The Contractor is allowed to propose this (as described below) or any other technical solution that guarantees the same (as described below) or better level of system functionality, which complies with the previously-mentioned norms and standards. By offering any technical solution the Contractor is allowed to foresee the removal of the legacy systems that are currently in operation as long as the Contractor will ensure smooth and continuous functioning of the system during and after the project implementation. Most importantly, this (as described below) or any other technical solution has to comply with the technical and procedural requirements and previously mentioned national norms and standards. This means that offered equipment shall have appropriate	

	certificates/approvals for use, which are issued by a Designated Body (which guarantees that equipment complies with the requirements from national norms and standards). The fully installed structural sub-system (complete line under the tender) has to be approved for use (appropriate certificate issued) by above mentioned bodies as well. This part of the requirement is not necessary and involves significant additional project expense which is not technically and economically justified. Explanations and reasons: a. The tender requires modernisation and rehabilitation only of a small, middle part of the existing corridor that is not in compliance with EU TSI and the tender does not include any ERTMS (ETCS and GSMR) equipment of any of ETCS levels, which would require compliance with EU TSI. b. Re: Guide for the application of the INF TSI, According to Framework Mandate C(2010)2576 final of 29/04/2010, CLARIFICATIONS ON THE INFRASTRUCTURE TSI: "General remarks: For all the requirements whose mandatory scope of application are new lines, it is understood that these requirements are optional (target parameters) for upgrade or renewal of existing lines. It is expected that, while preparing the project of upgrade/renewal of the existing line, the fulfilment of the target parameters will be considered, when technically and economically possible." c. In accordance with the Law on security in railway traffic, Section 2 - Interoperable sub-systems, Article 39, the application of the Interoperability related Control-Command and Signalling (TSI CCS) subsystem is obligatory on the lines with a maximum speed over 160 km/h.	

	Note: In the tender the required maximum line speeds are 90 km/h and 120 km/h. d. All modernisation and rehabilitation work required by the tender can be covered by the National law. e. There is no NOBO - Notified Body registered and operated in Serbia.	
105.	RE: VOLUME 3, PARTICULAR EMPLOYERSREQUIREMENTS, PART ***2B*** SIGNALLING, 1. INDOOR EQUIPMENT, 1.2. Performance requirements Can the following paragraph of requirements (page 9 of 140): "Since the station electronic signalling-interlocking device can be found in a diverse technological environment (the existing and future interlocking systems and adjacent stations), it shall, in addition to the requirements set forth in the documents referred to in other chapters, also meet the additional specifications set out in the Annex I to the Commission Decision 2012/88/EU of 25.1.2012, as amended by the Commission Decisions 2012/696/EU of 6.11.2012, 2015/14 of 5.1.2015 and 2016/919 of 27.05.2016. These decisions updated the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European rail system (which also apply to conventional lines and high-speed lines)." be removed, i.e. deleted? This requirement is not necessary and involves significant additional project expense which is not technically and economically justified. Explanation and reasons: 1. The tender requires modernisation and rehabilitation only of a small, middle part of the existing corridor that is not in compliance with EU TSI and the tender does not include any ERTMS (ETCS and GSMR) equipment of any of ETCS levels, which would require compliance	Please review the response to Question No. 101.

	with EU TSI. 2. Introduction of the ETCS of any level is not visible on this part of the line in the near future. The future implementation of the ETCS level 1, that could be used for this line and that would be the most appropriate would not require any modification of the station interlocking devices. 3. In accordance with the Law on security in railway traffic, Section 2 - Interoperable sub-systems, Article 39, the application of the Interoperability related Control-Command and Signalling (TSI CCS) subsystem is*** obligatory on the lines with a maximum speed over 160 km/h. Note: In the tender the required maximum line speeds are 90 km/h and 120 km/h. 4. All modernisation and rehabilitation work required by the tender can be covered by the National law.	
106.	Clause 2 of the Contract Agreement and Particular Contract Conditions – sub-clause 1.5 – the order of priority of documents is completely modified. Therefore, the meaning of FIDIC – Yellow Book is completely lost. The Tender Form is in the fifth place in this order of priority, under the rank of Particular Contract Conditions, General Contract Conditions and Employer's Requirements, whereby the Appendix to Tender is attached to the Particular Contract Conditions placed second. We kindly request for the basic order of priority, stipulated by the FIDIC – Yellow Book, to be followed, as provided in the Guidance for preparation of particular conditions.	Please be informed that your proposal is not accepted. The Clauses 2 of the Contract Agreement and 1.5 of the Particular Conditions of Contract remains as it is.
107.	Clause 2 of the Contract Agreement, item (g) – It is stated as follows: "Drawings (drawings and annexes to the Drawings)". We kindly ask you to clarify which "drawings" you refer to. Are these drawings provided by the Employer along with the tender? What are "annexes to the	Drawings means any drawing and any annexes to the drawing (if any) which shall be part of the Contract. If your question is related to preparation and submission of the offer, then please see ITT, in particular Article 11, 12 and 17.

	Drawings"?	
108.	Particular Contract Conditions (SC 1.1.2.6) and Appendix to Tender – terms "Final Beneficiary" and "End Recipient" are introduced as Employer's Personnel. They are also mentioned in other clauses, thus making the Contract more complicated - FIDIC foresees one Employer, not three, especially since the Contract Agreement is signed with only one Employer. SC 1.1.2.6 allows the Employer to appoint the Employer's Personnel during the performance of the contract agreement, but such Personnel does not have the same capacity as the Employer. We kindly ask you to make relevant corrections in the Particular Conditions.	Please be informed that your proposal is not accepted. The Clause 1.1.2.6 of the Particular Conditions of Contract remains as it is.
109.	PC SC 5.1 – It is stated as follows: "The Contractor shall be responsible for preparation of Design to international/national standards, whichever is of the higher standard,....". There is always a higher standard – this is not the subject matter of the Contract Agreement, but of the Employer's Requirements. An Employer's Requirement must be clear and it should not refer to the highest standard applicable.	Please refer to the response to Question No. 15.
110.	PC SC 4.9 – It is stated as follows: "The Quality Assurance Plan shall, in addition, ensure (a) the all materials and equipment delivered to site are traceable as compliant with a recognized international standard for the material or equipment...". So far, we have executed works according to the standards applicable in the country where works are executed, which also applies to materials and equipment to be installed. Please clarify what standards you refer to. Once again, we kindly ask you to specify technical requirements within Employer′s Requirements.	Please refer to the response to Question No. 15.
	PC SC 4.7 – It is stated as follows: "The	For responsibilities of the contractual

111.	Employer's responsibility excludes any responsibility relating to the information determined from the Employer's documents and drawings forming part of, or referred to, in the Volume 3-Employer's Requirements or Volume 5-Design Documents including Drawings". If the Employer is not considered responsible for its own documents, please clarify who is responsible for Employer's Requirements in that case, as well as for the documents submitted as a part of the tender documentation – Volume 5.	parties during the contract implementation please see Employer's requirement and General and Particular Conditions of Contract. The Clause 4.7 is related to the documents and drawings listed (or referred to) in the Employer's Requirements, and not for Employer's Requirements itself. It is the Contractor's is responsibility to scrutinize all documents.
112.	PC SC 1.1.6.12 and PC 1.1.6.13 – The last numbers of Official Gazette issues in which specified legislation was published, are not specified. Please make relevant corrections, since it is the responsibility of the Bidder's authorized person to sign all pages of the Particular Conditions. The last amendment of the Law on Planning and Construction was published in the Official Gazette No. 37/2019, dated 29.05.2019.	This is covered by the definition of the Base Date in ITT Article 12.1.3.1. eg, PCC 1.1.6.12 quotes current on Base Date.
113.	PC SC 14.3 – The evaluation of works should be performed through BPQPW (Bill of principal Quantities of the permanent Works). Payments shall be made based on quantities. However, the manner of measuring such quantities is not determined. The only request in this particular case refers only to "no objection" by the Engineer. Please specify the manner of measuring relevant quantities. It is of utmost importance for us to have that information during the bid preparation phase.	The BPQPW is for the purpose of calculating payments for progress of completion of sub-items as measured by the quantities completed against total quantities and is prepared by the Contractor.
114.	The period foreseen for the submission of non-binding Estimates for payment is reduced from 42 to 28 days (PC 14.4), whereas the payment period is unreasonably extended to 84 days (instead of 56), whereby the period foreseen for making the advance payment is extended from 21 to 84 days. We kindly ask you to correct these periods of time	Please be informed that your proposal is not accepted. The Particular Conditions of Contract related to payments remains as they are.

	and not to shorten, i.e. extend them at the expense of the Contractor. We kindly ask you to follow the Golden Rules issued by FIDIC in June, 2019.	
115.	As specified in the Appendix to tender, the language of the Contract Agreement and all other communication is English, which is incorrect, since according to Particular Conditions all documents need to be provided in bilingual form and the personnel needs to be able to communicate in both languages. Please make relevant adjustments.	Ruling language as well as Language of communication shall remain as it is stated in Appendix to Tender, and in Particular Conditions of Contract Clause 1.4.
116.	Taking into consideration the importance of this project, the scope of tender documentation and Contract Agreement type which is in accordance with "FIDIC – Yellow Book", ambiguities in Particular Contract Conditions and Employer's Requirements, we kindly ask you to postponed the deadline for Bid submission.	Please see answer to the Question No. 76.
117.	With reference to the Volume 1, Section 1 Instructions to Tenderers, Article 15.3, page 14/21 and Volume 1, Section 3, Tender guarantee Form, please confirm that the validity of the Tender Guarantee is 45 days beyond the period of validity of the Tender. If the bank stipulates the precise expiry date , 45 days beyond the period of of validity of tender, i.e. 19th March 2020., than it does not have to insert the mention (and in any case at the latest on (one year after the deadline for submitting tenders)- Please confirm.	Yes, if the expiry date is specified, the mention "(one year after the deadline)" should be deleted.
118.	Particular Conditions, Article 14.9, page 25/30- Payment of Retention money- If the Contractor submits the Retention money Guarantee in amount of 10% of the Accepted Contract Amount for each Section, before issuance of the Taking over Certificate, then the 1st half of RM is paid to the Contractor and the Guarantee is reduced for the amount of 1st half of the RM. Please confirm.	As it is stated in the Clause 14.9 of the Particular Conditions and General Conditions of the Contract, if Contractor submits the Retention money Guarantee than the Employer shall make payment to the Contractor of the amount related to Retention Money. After issuance of the Taking over Certificate in accordance with the Clause 14.9 of the General Conditions of Contract the Retention Money Guarantee shall be

	„The release of the guarantee shall be in lieu of the release of the second half of the Retention money“- Please clarify this, When is the payment of the 2nd half of the RM?	reduced by half. The release of the second half of the Retention Money Guarantee will be in accordance with the second paragraph of the Clause 14.9 of the General Conditions of Contract.
119.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.2 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.2: Data software (individual topography software) – contains necessary dependencies specific for each station and it shall be executed in such a way that it can be installed and commissioned with no need for additional independent evaluation. The requirement is in contradiction with CENELEC EN50128, where its definded that safety related configuration data is subject to specific verification and validation. The Contractor requests to not specify this requirement, Employer to confirm.	All Design (including the Contractors Preliminary Design) in a FIDIC Yellow Book Tender is fully that of the Contractor to the Employers Requirements. This is covered by Volume 3.2B-Section 1.2
120.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.2 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.2: Input-output units (controller’s I/O for field devices) connect to the element they are controlling (switches, sections, counters), by the means of an appropriate interface. Interfaces can be either of relay or electronic type, and are basically installed on a separate interface frame. The interface shall have support for at least one of the following communication protocols: Ethernet; UDP (User Datagram Protocol); TCP (Transmission Control Protocol); CAN (Controller Area Network); RS422/485	Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 2.4.

	The specified requirement for communication protocols represents a limitation of the suppliers and competition. Therefore this requirement shall not be sepcified and Contractor standard shall apply to fulfill the system functionality, Employer to confirm.	
121.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.2 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.2: The Contractor shall also supply the additional laptop with installed diagnostics software, which can be used (if necessary) to connect to the maintenance workstation via RJ45 connection. The laptop shall have following minimum features: - Processor with 4 cores, 2.6GHz or faster - 8 GB RAM - Hard disk with 1TB capacity - HDMI, RJ45, USB 3.0 ports - Operating system Windows 10 Enterprise or later The specified minimum features represents a limitation of the suppliers and competition. The contractor understands that the described functionality need to be ensured, which is however not pending on the described minimum features. Therefore this requirement shall not be specified and Contractor standard shall apply to fulfill the system functionality, Employer to confirm.	Please be informed that your proposal is not accepted. Minimum features are an acceptable format in Employers Requirements.
122.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.2 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.2: The following cables shall be used for the computer network: - Foiled Twisted Pair (FTP) or Shielded Twisted Pair (STP) cables for inter-connecting of LAN network processors;	Please be informed that your proposal is not accepted. Minimum features are an acceptable format in Employers Requirements.

	- single-mode fibre optical cable with required number of fibres for connecting the station; interlocking device to the safety computer within the operator's workstation. The specified requirement represents a limitation of the suppliers and competition. Therefore this requirement shall not be sepcified and Contractor standard shall apply to fulfill the system functionality, Employer to confirm.	
123.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.4 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.4: Required minimal technical characteristics for components of MMI are given in the following text. MMI Control Unit, in a „2 out of 2" safety architecture, which shall perform evaluation of the visualisation logic, the interface with the SID and recording/playback of the events and visualised items. This unit shall consist of two industrial-based PC computers (primary unit and secondary units), each of the computers shall include central processing unit, power supply unit and input/output unit. The operation of the Control Unit shall be based on the Windows operating platform (Windows 10 Enterprise or later), with usage of typical Windows layout and facilities (e.g. point&click, windows with buttons and/or menus etc). The minimal characteristics of the industrial PCs shall be the following: - processors, 8 cores/16 threads each - 32 GB RAM DDR3 - Ethernet ports - sets of external hard disks in RAID 1 configuration (one set as hot spare); each set with 1TB capacity - DVD-RW optical drive - A robust IP54 housing	Please review the response to the Question No. 39. Please review the response to the Question No. 20.

	The specified minimal characteristics represent a limitation of the suppliers and competition. The Contractor understands that the described functionality need to be ensured, which is however not pending on the described minimum features. Therefore this requirement shall not be sepcified and Contractor standard shall apply to fulfill the system functionality, Employer to confirm.	It is allowed to have minimum characteristics as an Employers Requirement.
124.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.4 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.4: f) Communication Layer 2 Switch, with speed 10/100 Mbps or higher, with RJ45/SFP ports, with quality of service (acc. to IEEE 802.1p) for real-time applications, based on one of the common network protocols (e.g. Ethernet, Fibre Channel, RapidIO, ATM, ITU-T G.hn, IEEE 802.11 etc) and configurable through RS232 serial interface with Command Line Interface (CLI) commands; g) Keyboard, Video and Mouse (KVM) switch, which shall have a option to connect both PCs from MMI Control Unit to one set of monitors (via HDMI/DVI-D port), keyboard, mouse and printer (via USB 2.0 ports). It shall also support connection of digital video devices (such as flat panel displays, data projectors, plasma displays or digital TVs), 2.1-channel audio capability and technology which eliminates boot-up display problems and optimizes resolution (such as „Power On Detection“) Components under b), c) and d) have to be duplicated (for the primary workplace and	Please be informed that your proposal is not accepted. Minimum features are an acceptable format in Employers Requirements.

	secondary workplace). The specified requirement represents a limitation of the suppliers and competition. Therefore this requirement shall not be specified and Contractor standard shall apply to fulfill the system functionality, Employer to confirm.	
125.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.5 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.5: Each parallel I/O module has two relay contacts as outlet (double disconnecting) for one section. They are internally checked by the safety module. Section clearance is displayed for both contacts closed. The used relays have forced guided contacts in accordance with the standard SRPS EN 50205.. The specified requirement represents a limitation of the suppliers and competition. Therefore this requirement shall not be specified and Contractor standard shall apply to fulfill the system functionality, Employer to confirm.	Please be informed that your proposal is not accepted. Minimum features are an acceptable format in Employers Requirements.
126.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.5 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.5: Each parallel I/O module has the inlet which controls the safety computer which, when closed from 0,5 seconds to 6,0 seconds, causes section clearance. The specified requirement represents a limitation of the suppliers and competition. Therefore this requirement shall be not be sepcified and Contractor standard shall apply to fulfill the system functionality, Employer to confirm.	Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 1.5.
127.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.5 of the Tender Documentation the Contractor	Please be informed that your proposal is not

	asks for following clarification: The tender requires in chapter 1.5: On each parallel I/O module, there are also two non-safety outputs available. Interface for signalling-interlocking module has to be with redundancy in order to ensure a high availability. The specified requirement represents a limitation of the suppliers and competition. Therefore this requirement shall not be specified and Contractor standard shall apply to fulfill the system functionality, Employer to confirm.	accepted. Minimum features are an acceptable format in Employers Requirements.
128.	"With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.5 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.5: - Data transfer between the detector points and evaluator shall be tolerant to disturbances caused by electromagnetic interferences (EMI) to the cables. The Contractor proposes to formulate the requirement as following, as the requirment is definded in the EN 50121-4. "Data transfer between the detector points and evaluator shall be tolerant to disturbances according CENELEC EN50121-4."	This is covered by Volume 3.2B ,Section 1.5. Please be informed that your proposal is not accepted
129.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.5 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.5: Parallel electronic or relay interface towards SI devices with two working and two still, voltage-free safety relevant information about the section occupancy, for each section; The specified requirement represents a limitation of the suppliers and competition. Therefore this requirement shall not be specified and Contractor standard shall apply to fulfill the system	Please be informed that your proposal is not accepted. Minimum features are an acceptable format in Employers Requirements.

	functionality, Employer to confirm.	
130.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.5 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.5: Mechanical requirements: possibility of accommodation on the standard relay rack for SpDrS-64-JŽ system; This requirement can influence the CE conformity of the realy and axle counter. Therefore this requirement shall not be specified and Contractor standard shall apply to fulfill the system functionality, Employer to confirm.	Please be informed that your proposal is not accepted Since the accommodation is also required in stations Niš and Brestovac equipped with SpDrS-64-JŽ system, this requirement is necessary.
131.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.6 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.6: All rectifiers within the power supply device must have a redundant structure, so in a case of failure of basic rectifier, automatic switching to the auxiliary rectifier is done. The redundance structure will not significantly increase the availablility of the components compared to higher cost investment. Therefore this requirement shall not be specified and Contractor standard shall apply to fulfill the system functionality, Employer to confirm.	Please be informed that your proposal is not accepted. This requirement is mandatory according to the "Rulebook on technical conditions for signalling/interlocking devices"
132.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.6 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.6: Power supply device shall be designed according to the these technical requirements and Drawing No 4.***3.1***5/10. Complete power supply device must be wired, tested, installed and connected at the factory. All parts of the power supply device must be so dimensioned according to the power and voltage levels that can	Please be informed that your proposal is not accepted.

	permanently, in addition to station interlocking devices, supply the automatic block devices (APB), CTC, level crossings and telecommunication devices in the station. The design of the power supply device is subject of the Contractor during Design of Execution phase. Therefore this requirement shall not be specified and Contractor standard shall apply to fulfill the system functionality, Employer to confirm.	
133.	With reference to Vol. 3, 4du_techspec***3.2B***-en, page 6, SIGNALLING, of the Tender Documentation the Contractor asks for following clarification: The Tender document '4du_techspec***3.2B***-en' states the technical design of the proposed system has to be approved by a Notified Body (which guarantees that all the equipment and the system integration as a whole complies with the TSI CCS requirements) and by a Designated Body (which guarantees that equipment not in scope of TSI CCS complies with the requirements from national norms and standards). The fully installed system has to be approved by above mentioned bodies as well. Please confirm that the costs of these bodies will be covered by Employer/End Recipient?	Please refer to the Contracting Authority Clarifications No.1, response to Question 23.
134.	With reference to Vol. 3, 4du_techspec***3.2B***-en, page 6, SIGNALLING, of the Tender Documentation the Contractor asks for following clarification: The Tender document '4du_techspec***3.2B***-en' states during execution of the works, the Employer/ End Recipient is responsible to provide the temporary signalling system in the affected area of works.	This is covered by Particular Conditions of the Contract, Point. 4.8.

	Employer to specify how dismantling of existing signalling equipment is forseen.	
135.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.4 , page 16 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.4: 10% of total number of input or outputs for the event of failure on input-output elements toward relay device There is no relay device so this requirement should be deleted, Employer to confirm.	Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 1.4.
136.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.5, page 20 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.5: All equipment for APB shall be installed in the existing block houses on sections Niš-Medjurovo and Doljevac-Brestovac, with adaptations of the same (if needed). Please clarify these adaptations, specify all necessary works as well as a total number of these block houses which should be repaired. Please confirm if these works are only related to the existing block houses related to left track on section Nis-Medjurovo and section Doljevac-Brestovac.	Please review drawings 4.3.15/7-a, 4.3.15/7-b, 4.3.15/7-c. The scope of adaptation is related to existing state of the block houses and specific equipment of the Contractor.
137.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.6, page 20 of the Tender Documentation the Contractor asks for following clarification: The Tender document '4du_techspec***3.2B***-en' states auxiliary power source: overhead contact line (OCL) network 25kV, 50Hz, from which the device is powered according to the technical solution by way of pole-mounted substation 25/0,23kV, 50Hz Please clarify in which scope/position this	This is covered in Volume 3.2B, Section 9.

	pole mounted substation 25/0,23kV, 50Hz is included. Where is a tender requirement for this substation?	
138.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.3, page 31 of the Tender Documentation the Contractor asks for following clarification: The Tender document '4du_techspec***3.2B***-en' states The Contractor shall also include in the DCP the fulls needs for installation of additional track magnets 500 Hz, according to the provisions from "Rulebook on technical requirements for signalling - interlocking devices". Please clarify if we need to predict possibility of connecting these track magnets 500Hz or to deliver, install and connect these magnets to the signal cabinets?	Please review Corrigendum No. 1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 2.3.
139.	With reference to Vol. 5, V5 drawings, drawing number 4.***3.1***5.6 of the Tender Documentation the Contractor asks for following clarification: Please confirm if pre-signal PDu93 should be shown on MMI display.	Please review Corrigendum No. 1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 2.1.
140.	With reference to Vol. 5, V5 drawings, drawing number 4.***3.1***5.7-a of the Tender Documentation the Contractor asks for following clarification: Please confirm if all block signals (included repeater PA32) on the left track of section Nis - Medjurovo should be replaced with LED signals.	This is confirmed.
141.	With reference to Vol. 5, V5 drawings, drawing number 4.***3.1***5.7-a of the Tender Documentation the Contractor asks for following clarification: Please confirm if all block signals on the right track of section Nis - Medjurovo should not be replaced with LED signals (replacement is not foreseen).	There is no right track Niš-Medjurovo, there are single-track railway lines Niš-Niš Ranžirna and Niš Ranžirna-Međurovo and corresponding signals on these lines shall not be replaced with LED signals.
142.	With reference to Vol. 5, V5 drawings, drawing number 4.***3.1***5.7-c of the Tender Documentation the Contractor asks for	

	following clarification: Please confirm if all block signals on section Doljevac - Brestovac should be replaced with LED signals.	This is confirmed.
143.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.4, page 33 of the Tender Documentation the Contractor asks for following clarification: The Tender document '4du_techspec***3.2B***-en' states Electrical point heating system which shall be installed must be a closed technological system with power supply input which compiles the following components: • pole transformer station with corresponding connections to Overhead Contact Line (OCL); • pole distribution cabinets; • connecting cabinets; • electric heaters; • connecting cables. Please confirm if all these positions should be included in schedule of prices of the electrical point heating devices. Where are the requirements of pole transformer station and pole distribution cabinets?	This is covered by Volume 3.2B, Section 2.4
144.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.7, page 38 of the Tender Documentation the Contractor asks for following clarification: The Tender document '4du_techspec***3.2B***-en' states Power supply of level crossing device shall be implemented from power supply device of corresponding station's power supply device, by using the special railway lineside power supply cable (type PNK or equivalent), with appropriate voltage level depending on the location of level crossing (230V for station level crossings or 750V for level crossings on the open line). In schedule of prices for level crossings in position 4.2.3.7.1.41 Transformer station	Please review response to the Question No. 10.

	(TS) 25/0.24kV, 5 kVA TS for OCL, for power supply and lighting of level crossing, a different solution is foreseen for the power supply of the LCs. Please clarify these oposite requirements.	
145.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter telecommunications of the Tender Documentation the Contractor asks for following clarification: Please clarify if replacement of TT batteries is foreseen. If the answer is yes please provide us with technical requirements for these batteries.	Batteries are not in the scope of the Works.
146.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 3.2, page 56 of the Tender Documentation the Contractor asks for following clarification: The Tender document '4du_techspec***3.2B***-en' states These measurements should be done by an independent, accredited inspection body before putting the optical infrastructure into operation and should include following measurements: - Optical loss (attenuation) - Chromatic dispersion - Polarization mode dispersion Employer to clarify if Contractor has to request an independent, accredited inspection body in Serbia. Please confirm that the costs of this body will be covered by Employer/End Recipient?	This is covered by Volume 4, Sub-Item 4.2.3.0.7.5.
147.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 5.2, page 63 of the Tender Documentation the Contractor asks for following clarification: Employer to specify which type of telecommunication manholes is requested. Employer to provide the drawing of this manholes.	This is covered by Volume 3.1-Section 6.4
148.	With reference to ***Vol. 4*** Schedule of prices, 4dx_finoffer_4dot2_-en, page 97, Schedule No. 4.2.3.7 LEVEL	

	CROSSING CONSTRUCTION WORKS -SUMMARY => Employer to specify which special tools for LC's need to be considered.	This is covered by Volume 4, Section 1.1, page 4
149.	With reference to ***Vol. 4*** Schedule of prices, 4dx_finoffer_4dot2_-en, page 101, 4.2.3.7.2. LEVEL CROSSING (Nis-Medjurovo-km 244+600 to km 248+751) at km 247+069 4.2.3.7.2.44 Repair of Road warning signal, with foundation and anchors => Please confirm that you want to repair a road warning signals? 4.2.3.7.2.47 => Please confirm that you do not want a new LOB box with switch neither a repair of an existing LOB box?	Please review Corrigendum No. 1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 2.7.
150.	With reference to ***Vol. 4*** Schedule of prices, 4dx_finoffer_4dot2_-en, page 103, 4.2.3.7.3. LEVEL CROSSING– Medjurovo Station at km 248+751 to 250+323---Km 250+067 4.2.3.7.3.41 Transformer station (TS) 25/0.24kV, 5 kVA TS for OCL, for power supply and lighting of level crossing => Please confirm that this TS should be delivered. In K4 S17.2, page 68, this TS does not exist.	Please refer to the response to the Contracting Authority Clarifications No.1, Question 11. Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 2.7.
151.	With reference to ***Vol. 4*** Schedule of prices, 4dx_finoffer_4dot2_-en, page 108, 4.2.3.7.5. LEVEL CROSSING (Belotince -km 253+363 to km 254+959) at km 253+691 4.2.3.7.2.43 Pole L=4,5m => In folder BoQ, in preliminary design on CD2-additional documentation, requested poles are 5,5m long. Please confirm that you want pole L=4,5m? 4.2.3.7.2.47 => Please confirm that you do not want a new LOB box with switch neither a repair of an existing LOB box?	Please refer to the response to the Contracting Authority Clarifications No.1, Question 11. Please review Corrigendum No.1 to the Tender Dossier, VOLUME 3, 4du_techspec3.2B-en, Section 2.7
152.	With reference to ***Vol. 4*** Schedule of prices, 4dx_finoffer_4dot2_-en, page 110, 4.2.3.7.6. LEVEL CROSSING–	Please refer to the response to the Contracting Authority Clarifications No.1, Question 11.

	Belotince to Doljevac (km 254+959 to 260+536)---Km 255+450 4.2.3.7.3.41 => Transformer station (TS) 25/0.24kV, 5 kVA TS for OCL, for power supply and lighting of level crossing is not requested according to the schedule of prices. => Please clarify does this TS should be delivered. In K4 S17.5, page 64, this TS is shown on drawing.	
153.	With reference to ***Vol. 4*** Schedule of prices, 4dx_finoffer_4dot2_-en, page 115, 4.2.3.7.8. LEVEL CROSSING– Belotince to Doljevac (km 254+959 to 260+536)---Km 259+753 4.2.3.7.2.41 => Transformer station (TS) 25/0.24kV, 5 kVA TS for OCL, for power supply and lighting of level crossing is not requested according to the schedule of prices. In folder BoQ, in preliminary design on CD2-additional documentation, requested transformer station (TS) is 1 pcs. Also, in K4 S17.5, page 68 this TS is shown on drawing. Please clarify does this TS should be delivered. 4.2.3.7.2.47 => Please confirm that you do not want a new LOB box with switch neither a repair of an existing LOB box	Please refer to the response to the Contracting Authority Clarifications No.1, Question 11. Please refer to the response to the Question No. 151.
154.	With reference to ***Vol. 4*** Schedule of prices, 4dx_finoffer_4dot2_-en, page 117, 4.2.3.7.9. LEVEL CROSSING– Doljejevac Station (km 2260+536 to 262+085) ---Km 261+780 4.2.3.7.2.47 => Please confirm that you do not want a new LOB box with switch neither a repair of an existing LOB box?	Please refer to the response to the Question No. 151.
155.	With reference to ***Vol. 4*** Schedule of prices, 4dx_finoffer_4dot2_-en, page 119, 4.2.3.7.10. LEVEL CROSSING (Doljevas to Brestovac (km 262+085 to km 267+433) at km 263+273 4.2.3.7.2.43 Pole L=4,5m => In folder BoQ, in preliminary design on CD2-additional documentation,	Please refer to the response to the Contracting Authority Clarifications No.1, Question No. 11.

	requested poles are 3,5m long. Please confirm that you want pole L=4,5m?	
156.	With reference to ***Vol. 4*** Schedule of prices, 4dx_finoffer_4dot2_-en, page 121, 4.2.3.7.11. LEVEL CROSSING (Doljevas to Brestovac (km 262+085 to km 267+433) at km 265+867 4.2.3.7.2.47 => Please confirm that you do not want a new LOB box with switch neither a repair of an existing LOB box?	Please refer to the response to the Question No. 151.
157.	With reference to ***Vol. 4*** Schedule of prices, 4dx_finoffer_4dot2_-en, page 124, 4.2.3.7.12. LEVEL CROSSING (Doljevas to Brestovac (km 262+085 to km 267+433) at km 267+142 => Description is same for positions 4.2.3.7.12.40 and 4.2.3.7.12.41. Also you do not have position for switching-off device in electronic technology. Please correct positions 4.2.3.7.12.41 - 4.2.3.7.12.46 in this schedule. => TS is not shown in drawing on page 65, K4 S17.7. Please clarify does this TS should be delivered.	Please refer to the response to the Contracting Authority Clarifications No.1, Question No. 11.
158.	With reference to Volume 3, 4du_techspec***3.2B***-en, chapter 1.2 of the Tender Documentation the Contractor asks for following clarification: ""The entire electronic interlocking device with its' components (hardware and software) shall be evaluated by an independent and recognized institution according to CENELEC EN standards 50126/50128/50129, for both generic application and for specific application on railway line section Nis-Brestovac (with two sub-sections included) - these documents must be available with the application by the Contractor for the approval of the technical designs (Design for Construction Permit and Design for Execution of the Works) and issuing of Taking Over Certificate." Because your requirement to provide with application for the approval of the	Please refer to the response to the Question No. 20.

	technical designs (Design for Construction Permit and Design for Execution of the Works) the assessment report is very unusual. The assessment report is a document which will be issued at the end of the software and engineering phase. This phases takes at least 12 – 18 months. To avoid a such a long stop of the works we understands that approval of the technical designs is required as following: For Design for Construction Permit and Design for Execution of the Work: Application for approval can be done based on generic application of already approved safety case and assesment report for installed Electronical Interlocking of the Contractor in Serbia. For Taking Over Certificate we suggest: Project specific safety case and assesment report for Nis-Brestovac need to be available. Employer to confirm.	
159.	With reference to Volume 2 Section 3, d4o_particularconditions_en, Sub-Clause 1.1.6.14 of the Tender Documentation the Contractor asks for following clarification: This Clause shall not apply insofar, as submittal of electronic documents in editable format would infringe IPRs and/or company secrets. Employer to confirm.	The contract is subject to Serbian Law.
160.	With reference to Volume 2 Section 3, d4o_particularconditions_en, Sub-Clause 4.4 of the Tender Documentation the Contractor asks for following clarification: The first sentence shall be replaced with the following text: "The Contractor may not subcontract more than thirty per cent (30%) of the difference between Accepted Contract Amount and Provisional Sum. On the	The question is not clear. The following text from your question is not part of the Clause 4.4 of the Particular Conditions of Contract "On the End-Customer's request – but in no case more often than once a year – the Employer is entitled to audit the Subcontractor. The Subcontractor will grant access to records, documents, costs and accounts as required for the audition purposes. Access to specific company secrets may be refused. The Employer bears

	End-Customer's request – but in no case more often than once a year – the Employer is entitled to audit the Subcontractor. The Subcontractor will grant access to records, documents, costs and accounts as required for the audition purposes. Access to specific company secrets may be refused. The Employer bears the audit costs." Employer to confirm.	the audit costs." If your question is related to the Clause 22 of the Particular Conditions of Contract, then we confirm that the cost of audits will not be borne by Contractor.
161.	With reference to Volume 2 Section 3, d4o_particularconditions_en, Sub-Clause 4.12 of the Tender Documentation the Contractor asks for following clarification: The obligation to call a meeting within two working days shall not shorten the claim notice periods according to FIDIC Yellow Book. Employer to confirm.	The period for notifying the claim (28 days) as well as for submittal of formal claim (42 days) shall not be affected by respective meeting time.
162.	With reference to Volume 2 Section 3, d4o_particularconditions_en, Sub-Clause 10.1 of the Tender Documentation the Contractor asks for following clarification: The definition of Sections of the Works shall remain. Apart from that, the original wording of FIDIC Yellow Book shall apply with the following addition at the end of the Clause "However, in no event later than 56 days after receiving the Contractor's application for a Taking-Over Certificate the Works shall be deemed to have been taken over." Employer to confirm.	Please be informed that the proposal is not accepted.
163.	With reference to Volume 2 Section 3, d4o_particularconditions_en, Sub-Clause 20.6 of the Tender Documentation the Contractor asks for following clarification: The wording of this Clause shall be replaced by the following: "Unless settled amicably, any dispute arising from or in relation to this contract, including the conclusion, interpretation, performance or termination thereof shall	We cannot confirm. The wording of the Clause 20.6 of the Particular Conditions of Contract remain as is stated in Tender Documentation.

	be settled by the Serbian courts of law having jurisdiction." Employer to confirm.	
164.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.5, page 35 of the Tender Documentation the Contractor asks for following clarification: According to the general recommendations for similar signalling systems in European Union, cables to connect the outdoor and indoor signalling/interlocking devices shall be the cables which do not contain PVC, i.e. cables with polyethylene insulation (PE). However in Tender Documentation Vol. 3, 4du_techspec***3.2B***-en, chapter 4.2, page 60 following is specified in contradiction to requirement that cables shall not contain PVC: The external anticorrosive and protective sheath shall be of seamless tube of thermoplastic polyvinylchloride - PVC. The properties of the PVC compound shall conform to SRPS N.A.8.175. Its identification sign will be Gpt and the thickness shall comply with SRPS N.S.4.030. Employer to clarify these requirements regarding PVC?	This is covered by Volume 3.2B, Sections 2.5 and 4.2.
165.	With reference to Preliminary Design, K4 S-21 TT of the Tender Documentation the Contractor asks for following clarification: In preliminary design K4 S-21 TT, in the BoQ, replacement of cable ducts (concrete or steel) is foreseen. As a new bridges are designed to be mounted, do the designed bridges have their own cable ducts or do we need to install them? It is understands that the Contractor needs to provide and install cable ducts, Employer to confirm.	Please refer to the response to the Contracting Authority Clarifications No.1, Question No. 11. On new bridges, cable ducts are installed in sidewalks This is covered by Volume 4, Schedule 4.2.3.1 etc.
166.	With reference to Volume 3, 4du_techspec***3.2B***-en, chapter 9.2 of the	This is covered by Volume 3.1 Section 3.2 and Volume 3.2A, Section 2, and also by

	Tender Documentation the Contractor asks for following clarification: Understanding of the Contractor is that geodetic records shall show trenches with all cables in it. Employer to confirm.	Volume 4, Schedule 4.2.3.0.4.5.
167.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 2.6, page 37 of the Tender Documentation the Contractor asks for following clarification: The Tender document '4du_techspec***3.2B***-en' states The concrete cable trough is placed on the sand layer with thickness 5-10 cm. The Contractor considers layer with thickness of 5 cm, Employer to confirm.	The Contracting Authority cannot give a prior commitment on the implementation of the contract.
168.	With reference to ***Vol. 4*** Schedule of prices, 4dx_finoffer_4dot2_-en, for signalling and telecommunication part states Dismantle and transport of replaced signalling & telecommunications equipment and cables to End Recipient storage. The Contractor understands that only dimantle of cables in station area needs to be considered, Employer to confirm.	This is covered by Volume 3.1, Section and by Volume 4, Schedules 4.2.3.13 and 15, under subtitle "Dismantle." Please review response to the Question No. 56.
169.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.5, page 20 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.5: Please confirm that block houses on section Nis - Nis ranzirna and Nis ranzirna - Medjurovo are not included in this scope of works.	This is covered by Volume 5, Drawing No 4.3.15/7-a.
170.	With reference to Vol. 3, 4du_techspec***3.2B***-en, chapter 1.5, page 20 of the Tender Documentation the Contractor asks for following clarification: The tender requires in chapter 1.5: Please clarify what is foreseen for APB houses on section Medjurovo-Belotince-Doljevac?	This is covered by Volume 3.2b, Section 1.5, and Drawings 4.3.15/7 and 4.3.15/7-c.

171.	With reference to Tender Dossier, Volume 4, Schedule of prices, Schedule No. 4.2.***3.1***4. REFURBISHMENT OF TSP DOLJEVAC, position 4.2.***3.1***4.35 Connection to the prospective SCA***DA*** system, we asks for following clarification: Tender requirement is that Contractor should deliver the local SCA***DA*** system (RTU with Microprocessor control device). Please confirm. Also, Please confirm that RTU, beside microprocessor device, should be equipped with HMI panel or workstation with display for local control of the TSP.	This is covered by Volume 3.2B, Section 8.5.
172.	According to the definitions and the requirements from Volume 3, part ***2B***-SIGNALLING-TELECOMMUNICATIONS -ELECTRICS AND POWER and Terms of References for development of Design for construction permit there is not clear or precise information about existing or new clock system, visual-information systems, video supervision systems, sound systems, fire protection systems. Please confirm if those systems (equipment and works) need to be provided within telecommunication part of Tenderer bid (scope of offer) and by which technical document it is .defined. In case of using existing old ones, during execution of works, please confirm responsibilities of Tenderer and Contractor!	Clock system, visual-information systems, video supervision systems, sound systems, fire protection systems are not in scope of this tender.