

RULES FOR SUBMISSION AND EVALUATION  
OF TENDERS AND NEGOTIATIONS  
Procurement identification number PIU-06

**ANNEX №5**

Joint Stock Company "O'zbekiston Temir Yo'llari"  
T. Shevchenko str., 7  
Tashkent, Republic of Uzbekistan

\_\_\_\_\_,  
(place) (date)

**GUIDELINES FOR THE PREPARATION OF INFORMATION ON ADAPTATION OF THE  
REPAIR DEPOT TO MAINTENANCE OF THE REGIONAL ELECTRIC TRAINS TO BE  
DELIVERED**

The information on adaptation of the repair depot to maintenance of the suburban electric trains to be delivered should be prepared according to these guidelines.

1. Recommendations for adaptation of the existing train repair depot buildings, auxiliary premises and infrastructure for maintenance of electric trains to be delivered should be prepared considering the following:

- 1.1. General information on the existing four train repair depots

All depots in Uzbekistan and their auxiliary premises are heated, there is a 380V connection in the areas where jacks are installed. With the exception of the "Afrosiyob" depot, where it is possible to roll out/under bogies, the rest have the possibility of rolling out/under of wheel pairs. As for the contact line system, none of the depots have such a line.

Upon request of the tenderer, the customer shall provide all the information at its disposal about the existing train repair depot and organise a visit to the site according to Paragraph 12.4 and 12.5 of the Regulations.

- 1.1.1. JSC «UZBEKISTAN LOCOMOTIVE DEPOT»

The main depot "Uzbekistan", which is located at Tashkent region, Yangiyulsky district, "Uzbekistan" station, locomotive depot "Uzbekistan", 110815, with a total area of 23.79 ha is able to perform all kinds of repairs of rolling stock. Its length – 250 m. and width – 18m. Railways in the depot have pits all the way with a length of 165 m. The railway tracks are equipped with 8 jacks and lifting capacity of 30 tons (4 pcs.)

and 40 tons (4 pcs.), as well as two bridge cranes and lifting capacity of 5 and 20 tons, respectively.

The “Uzbekistan” Depot in Yangiyul is able to let wagons through from 28 tracks, 16 of which are electrified, and another 2 tracks are used for laying and storing of reserve trains.

Inside the depot there are two tracks, as well as separate workshops:

- workshop for machining of wheels without their removing;
- accumulator workshop;
- stockpiling workshop (equipment repair) with grinding machines;
- workshop for repair of electric devices.

The area of separate workshops is 0,43 ha with a length of 48 m. and a width of 9m. Nonetheless, the workshops are not equipped with any testing machinery, there are no jacks or cranes. The last clause is identical for other depots on the territory of Uzbekistan.

Its actual location on the map can be found on the website <https://goo.gl/maps/nf8FCGRv7qNfYZoRA> by entering the following coordinates: 41.17715882271901, 69.12077035524041

#### 1.1.2. «AFROSIYOB DEPOT»

Unlike in the “Uzbekistan” depot only minor repairs are carried out at the “Afrosiyob” depot on the existing elevated structure along the railways. The depot, which is located at Tashkent, Uzbekistan Mirabad district, 64 A.Kadirov street (Mehrjon str.), is equipped with 4 jacks with lifting capacity of 40 tons, 5 bridge cranes (2 pcs - 16t, 3 pcs - 10t).

There are no additional repair workshops. The total area is 2,58 ha, length – 250m, width – 42 m. On the territory of the depot there are 4 tracks and all 4 tracks are electrified. As opposed to other Uzbek depots this workshop does not allow a train repair crew to access a train rooftop.

Its actual location on the map can be found on the website <https://goo.gl/maps/cHPYhJfYPzjqADQX6> by entering the following coordinates: 41.298994527723444, 69.29517753956112

#### 1.1.3. «KOKAND TH-2 DEPOT»

All types of repairs can be done in the depot “Kokand TH-2” at the following address: Ferghana region, Kokand, 48 Zarbulok street. The total area equals to 6.9 ha, length

– 43 m., width – 22m. There are two inspection pits, one 10-ton bridge crane and four 40-ton jacks available for 2 tracks inside the depot. The depot has a workshop for machining of wheels without their removing (length 30m, width 12m), the area of which equals to 0.36 ha. Among 25 tracks on the territory of the depot, 2 are electrified and 2 are intended for laying and storing of reserve trains.

Its actual location on the map can be found on the website <https://goo.gl/maps/YGGPf14UfmrhUR4L9> by entering the following coordinates: 40.516093397687605, 70.92850319241465

#### 1.1.4. «KARSHI LOCOMOTIVE DEPOT»

The Karshi Locomotive Depot situated at Kashkadarya region, Karshi city, Depovskaya street, 51, has 3 tracks inside and 11 siding tracks in total, 10 of which are electrified. The total area equals to 9,8 ha with a length of 74m. and a width of 44m. and the area of a separate workshop, entitled for the rolling out/under of wheel pairs, is 0,051 ha with a length of 34m. and a width of 15m. Same as in the “Afrosiyob” depot there are no tracks to accommodate empty wagons.

Its actual location on the map can be found on the website <https://goo.gl/maps/ggYtVDA6wpD82Qt19> by entering the following coordinates: 38.8037104010362, 65.78776857660988

- 1.2. The tenderer should offer a potential solution for adaptation of the existing train repair depot buildings and auxiliary premises at JSC «UZBEKISTAN LOCOMOTIVE DEPOT», «AFROSIYOB DEPOT», «KOKAND TH-2 DEPOT», «KARSHI LOCOMOTIVE DEPOT» for maintenance of electric trains to be delivered. The information on the offered solution should be prepared in a free form, including a descriptive part of the necessary reconstruction, and the visual solution of the depot to be created, which would present infrastructure necessary for maintenance and layout of equipment necessary for maintenance.
- 1.3. The solution should contain basic information on necessary electrical, sewage, water and other connections, their arrangement in workshops, the arrangement of tracks, gauges, cranes and other elements, which are essential in the opinion of the tenderer, which are necessary for complete maintenance of electric trains to be delivered during their entire life cycle. If considerable reconstruction works should be carried out to ensure maintenance, then the tenderer should substantiate the need for such reconstruction works.
- 1.4. The visual part of the solution should present a visual solution of the depot necessary for maintenance of electric trains with necessary auxiliary premises and main cranes

marked, visually marked locations of equipment necessary for maintenance, places of connection of engineering networks, cranes, tracks, contact line system arrangement (if any), warehouses, and other vital information.

2. The information on technical equipment necessary for maintenance, washing, cleaning and transportation of electric trains to be delivered and conditions of its installation should be prepared providing information on rules of preparation of equipment to be delivered for operation according to the requirements of the Technical Specification:
  - a) site preparation for mounting of the equipment;
  - b) mounting of equipment;
  - c) training of service staff;
  - d) placement of equipment in service;
  - e) maintenance and warranty conditions.
3. The information about potential versions for overhauls of electric trains to be delivered should be prepared providing information on such variants:
  - a) organisation of overhauls of vehicles and assemblies of electric trains to be delivered on the basis of the existing repair depot at «UZBEKISTAN LOCOMOTIVE DEPOT» JSC, «AFROSIYOB DEPOT», «KOKAND TH-2 DEPOT», «KARSHI LOCOMOTIVE DEPOT» envisaging the delivery and installation of equipment and preparation of staff necessary for an overhaul;
  - b) organisation of overhauls of vehicles and assemblies of electric trains to be delivered, fully using services of specialised repair companies (outsourcing), indicating in percentage the increase in overhaul costs depending on logistics costs.