Supply of electric trains
(electric multiple unit trains - EMP),
spare parts and equipment,
necessary for their maintenance,
training
and
source of debt financing"

INVITATION FOR PARTICIPATION IN THE BID
Purchasing identification number: PIU-06
Customer: Joint Stock Company "Uzbekiston Temir Yullari"

ANSWERS TO ANONYMIZED QUESTIONS OF POTENTIAL TENDER PARTICIPANTS,
registered from 04-Nov-2022 to 26-Jan-2023

PART 3

Tashkent, Uzbekistan

Jan 27, 2023

ATTENTION:
The question number in the column “No.” of the table below corresponds to the serial number of the question in the general registry of the procedure PIU-06, the absence of any number means that the answer to the missed question is in the previous answer sessions or under development.
All questions are anonymized.

DISCLAIMER:
The Customer uses the original Russian version of questions of bidders according to provisions of the Tender Rules. The Customer applies machine translation techniques to provide English versions of Q&A documents for bidders due to optimization of Technical Dep. resource capacity involved in answering questions. This is why the English wording of some questions may be slightly different from original English wording because it is translated from original Russian wording of relevant questions. Additionally, the English wording of answers is also the result of machine translation from the original Russian wording of the answers provided by the Customer.

No.	Question	Answer
61	In order to receive proposals for financing this project from the export bank of Poland, you must get the following documents and information from you: ... the debtor's ability to finance advance ...	The recipient of the loan is Uzbekistan Temir Yullari - he is also the customer, he intends to make all payments to finance the supply of 34 electric trains, including the prize of the export credit agency, advance payments for all structural parts of the loan, etc., from borrowed funds.
62	In order to receive proposals for financing this project from the export bank of Poland, you must get the following documents and information from you: ... the period of fulfillment of obligations.	The customer evaluates that the attracted financial organization is ready to offer conditions during the fulfillment of obligations under a loan agreement of about 18 years (4 years of production program and 14 years after the production program - the most common conditions in the market using ECA). At the same time, the participant and the attracted financial organization has the right to indicate a longer period of fulfillment of obligations under the loan agreement, but based on the criterion for granting the best financial proposal, taking into account the terms of the tender documentation, including the FIN-12 table in Appendix 6.
71	"Uzbekistan Temir Yullari" JSC is requested to extend the Bid submission date	YES.

	from January 31, 2023 to February 28, 2023 with taking into consideration the late announcement of the addendum to the international tender for the supply of 34 modern electric trains (EMU)	Swift MT760 is used. Реквизиты: O'zbekiston temir yo'llari" JSC, 7, Taras Shevchenko str., Tashkent, Uzbekistan; Acc.: 2021 0840 4006 0031 5014; National Bank of Foreign Economic Activity of Republic of Uzbekistan, Tashkent, Uzbekistan, SWIFT NBFAUZ2X
74	Section 1-4.1 of Appendix 2 (TS_ELLECTROPOD): The electric train must have such an aerodynamic design that should not cause U2σ -speed exceeding the road speed at a height of 0.2 m above the top of the rail and at a distance of 3.0 m from the center of the track, when traveling the entire electric train. The maximum permissible limit values of the U2σ air speed on the side of the track should be lower than 20 (m/s). In accordance with the requirements of TSI or equivalent international standards. Question: The TSI or EN14067-4 standard requires the effect of a downhill for trains at a speed of higher than 160 km/h and does not require a train at a speed below 160 km/h. Thus, this requirement is not applicable. Please delete the requirement.	Clarification of the requirements in section 1-4.1 of Appendix 2. The electric train must have an aerodynamic design corresponding to § 4.6.6.2, TSI LOC & PAS. Appendix 2 will be adjusted in accordance with the provisions of this answer. Expect the publication of adjusted documentation. Before the publication of adjusted documentation, please use this answer to develop a proposal.
75	Section 1-5.3 Applications 2 (ts_electropur): The electric train is designed taking into account the annual run 265*10^3 km. Question: The annual mileage is 265*10^3 km in that 1-5.3 (Appendix 2), while 78,000 km is indicated both in chapter 5 of Appendix 1 and in chapter 46.1 (section 12) of Appendix 13. Please clarify which of the are they right?	Addition to the answer to question 21. The "annual mileage" parameter in the Fin 10 and Fin 11 tables (Appendix 6), which estimates the amount of maintenance and repairs costs to 265,000 km. Appendix 6 will be adjusted in the part specified on the issue, and the accessibility of the updated version on the site will be announced additionally. Until publishing an updated version of Appendix 2, it is recommended to use the answer to this question to continue the development of a proposal by a tender.
82	Section 2-10.5.4 Applications 2 (TS_Electrom Train): Traction engines must have protective nets for narrowing at the site of chilled air. Question: Is it possible to arrange an air fence for cooling traction electric motors at a distance of at least 3000 mm from the top of the rail along GOST? Otherwise, is it possible to install it in the lower part of the body as a filter to	YES. Given the following provisions: The air fence for cooling the traction electric motors can be located at a distance of at least 3000 mm from the top of the rail. In the case of installation in the lower part of the body, installation of reusable filters with the ability to wash, blowing is allowed.

	prevent extraneous substances? Also specify whether the seasonal type of filter is allowed.	
87	Section 2-11.6.6 of Appendix 2 (TS_ELCTROPOTROPING): For outdoor lighting: GOST 34784-2021 TSI HS §4.2.7.4 should be used external lamps and sound alarm. - for internal lighting: en 13272 - However, despite the instructions provided for in the above standards, the head light should be strong enough so that the contact network is visible. Question: 1. Please specify whether we need to observe TSI only for the requirements for the design mentioned as TSI in the specification of requirements, or the TSI compliance must be verified by NOBO (authorized body), which is required in the EU Directorate 2011/217/EU. 2. Please specify whether TSI HS is required, as it was combined with TSI Loc & Pas.	1) must correspond to TSI regardless of which body checks the compliance. 2) Section 2-11.6.6 Appendix 2 should be read in the following version: "For outdoor lighting: GOST 34784-2021 TSI HS §4.2.7.4 or any update, actual currently and published ITT, external lamps and sound alarms should be used. For internal lighting: en 13272 Despite the instructions submitted in the above standards, the head light should be strong enough for the contact network to be visible. " Appendix 2 will be adjusted in accordance with the provisions of this answer. Expect the publication of adjusted documentation. Before the publication of adjusted documentation, please use this answer to develop a proposal.
88	Section 2-12.1.1 of Appendix 2 (TS_ELLECTROTO REGION): The internal parameters of the cabin, the size of the window glazing in the “light”, the main sizes in height of the console and armchairs are set based on the creation of optimal conditions of sitting and standing for the driver and assistant. The driver’s growth is from 165 to 190 cm. In the cabin, the place of the instructor driver should be located so as not to interfere with the work of the driver and assistant driver. In the cab (or official vestibule), the possibility of placing and using equipment for storing clothing, food products of the locomotive team, and medical care for passengers in emergency situations should be provided. The driver’s cabin should also provide for the possibility of placing devices for heating food. The proposal should indicate how the supplier intends to cope with this requirement. The final project should be consolidated at the design stages and is subject to approval by UTY JSC. Question:	It is necessary to equip 3 places in the cabin - driver, assistant driver and instructor (I) Requirements for the seats of the driver and assistant: Proposals are brought in terms of floor installation, the possibility of complete adjustment and constructive similarity as for the driver's seat and for the sitting of the assistant driver (II) The requirements for the instructor's seat: Folding seat and mount to the back wall. The design of the chair should provide for the possibility of regulation: • pendants depending on the mass of the driver; • turning the seat around the vertical axis at an angle of at least 180* with ensuring fixation in the working position; • vertical and longitudinal displacement of the seat:

	1. Please specify whether it is correct to install 3 places in the cab - driver, assistant and instructor. 2. Please provide a detailed technical specification for each type of seat in the cab. For example, -. The size of the adjustment is longitudinal/vertical size -. Turn the seat -. Back, angle of rotation of the armrest -. Installation methods: on the floor or on the back wall. -. The position of each type of seat in the cabin Our assumption is as follows, and please provide detailed requirements of the client. 1) The seats of the driver and the assistant: have the same design and are completely adjustable. Floor installation. 2) The instructor's seat: folding seat and mount to the rear wall. 3. Provide detailed technical requirements for the heating device. Does this require that the car manufacturer install a serial microwave in the cabin? If so, the specification of the microwave is required.	- The angle of inclination of the back. The regulation of the position of the elements of the chair should be carried out smoothly or stepped without the use of the tool. Step step regulation for linear parameters from 15 to 25 mm. If it is necessary to regulate the elements of the chair during the labor process, it should be carried out without changing the working pose of a person. The design should be provided for the exclusion of spontaneous operation of adjustment mechanisms. • The armrests of the chair should be leaning at an angle of at least 90* from the horizontal. (III) The food heating device (microwave) should be serial production and meet the requirements of electrical safety, sanitary standards, and was made in the general concept of arranging the Mashenist cabinet offered by the manufacturer. Appendix 2 will be adjusted in accordance with the provisions of this answer. Counce the publication of scorching documentation. Before the publication of proportional documentation, please use this answer to develop a proposal.
90	Section 2-13.1.3 Appendices 2 (TS of an electric train): The head car must be equipped with special holders for baby strollers. Question: 1. Two (2) head cars should have a holder for a baby stroller? If in one head car there is a place for a wheelchair, then in the other head car there should still be an additional place for a baby stroller? 2. Indicate which holder for the stroller is required.	The publication of an updated answer to question 90, the answer published on January 24, 2023, for technical reasons, contained incorrect information. It is allowed to arrange a place for a baby stroller in the same car where the place for the disabled. The holder for a baby stroller is not required. Appendix 2 will be adjusted in accordance with the provisions of this answer. Expect the publication of adjusted documentation. Before the publication of adjusted documentation, please use this answer to develop a proposal.
95	Section 2-16.1 of Appendix 2 (TS_ELLECTROTO REGION):	YES.

	The fire safety of the electric train should be provided by the alarm and fire extinguishing systems, as well as the organizational and technical measures of personnel to ensure the evacuation of passengers. The necessary level of security should be ensured in accordance with the requirements of GOST 12.1.004-91 (sections 2-4) or equivalent international standard. Question: Please tell us if the EN 45545-2 standard is acceptable (hazard 2) as the equivalent of the international fire safety standard instead of GOST 12.1.004-91.	It is allowed to use the proposed standard if it contains more stringent requirements than GOST 12.1.004-91 according to any of the points of the standard.
96	Section 2-16.2 Appendices 2 (TS_Electrom Train): Materials intended for use in internal equipment and interior decoration of trains must comply with the requirements of toxicological safety in accordance with GOST 12.1.044-89 (sections 1, 2) or equivalent international standard and have a document proving compliance with fire safety requirements. Question: Please tell us if the EN 45545-2 standard is acceptable (hazard 2) as the equivalent of the international fire safety standard instead of GOST 12.1.044-89.	YES. It is allowed to use the proposed standard if it contains more stringent requirements than GOST 12.1.004-89 at any of the points of the standard.
104	Section 2-11.3.8 Appendices 2 (TS_Electrom Train): Devices should be presented that provide power to auxiliary equipment of wagons from the external network (depot). Drinks for connecting external power supply should be located under wagons and closed with sealed lids. The project must provide for a device that excludes the possibility of simultaneous supply of voltage from the contact network and from the external network of the depot. Any equipment of the electric train for external recharging batteries should be able to completely charge a completely discharged battery. Question: 1) Please specify whether the “device” means external equipment for recharging batteries installed in the depot. (if true, the devices should be delivered by the train contractor?) 2) Do the “sockets” mean of 110 in direct current, which should be used to connect	(1) According to clause 2-9.1.5 Appendix 2, the electric train must have the “Entering in the Depot” function. To ensure this function, devices must be installed providing the possibility of checking the composition from the depot network, for example: one compressor, air conditioning systems, raising a current collector, etc. In addition, the battery charging should be ensured. (2) No, sockets are necessary to connect the train to the depot network.

	to external equipment for recharging batteries?	
105	Section 2-11.6.9 of Appendix 2 (TS_ELCTROPROPING): The train should be equipped with car coverage. Question: Could you explain in more detail the lighting of the truck?	The electric train should be equipped with the coverage of the chassis. The text in English in paragraph 2-11.6.9 in Appendix 2 in the part "... Truck Lightning" should be read as "... Undercariage Lighting."
109	Annex 5 Could you describe the state of the depot? Are there sufficient social equipment in the depots? Are any of the depots equipped with sublevel lathe and wheel press? Does any depot allow a train repair crews access to the roof of the train?	Documents describing the depot will be transferred to authorized persons during a visit to the depot. The visit to the depot will be organized additionally. A message about the organization of a visit to the depot will be published additionally. Follow the information on the website of JSC "Uty".
111	Tender regulation foresees the mandatory visit of UTY maintenance depots by candidates as a part of the tendering process. With respect to the current limited travel possibilities between Europe and Uzbekistan, including extended travel and connection times, we request UTY to confirm, that the dates of the visit will be announced officially at least 10 working days in advance. This request is reasoned by the fact that neccessary specialists are involved in ongoing projects with contractual responsibilities and perform their tasks in different countries, thus need to plan the trip in advance. We also ask UTY to confirm that a single visit term will be set for all candidates.	An announcement of the organization of a visit to the depot will be published additionally. Follow the information on the website of JSC "Uty".
113	Point 2-9.1.8 - The electric train shall be equipped with devices for measuring and determining the consumption of elektricity. Do you assume billing measurements in accordance with EN 50463? If so, do you have a ground server for collecting measured data in accordance with this standard? We suggest that non-certified measurement using traction drive transmitters with on-board consumption readings is sufficient?	A stationary counter must be established, which satisfies the certification conditions in the EE accounting authorities in the Republic of Uzbekistan. The withdrawal of information about the expenditure of EE on the main panel is welcome. In accordance with Appendix 3 tables [a list of equipment necessary for servicing electric trains] and [list of copies of software and servers that are necessary for the operation and maintenance of electric trains], the supplier indicates the composition of the IT equipment (servers) and software, which in the technical proposal of the supplier Provide the possibility of collecting and aggregated storage of measuring data.
121	Document “Annex No. 3_ Bid form for maintenance and energy consumption	The calculation of energy consumption should be carried out using the train

	en.pdf" and also Annex 1 PROCEDURE OF CALCULATION OF ELECTRICITY CONSUMPTION, chapter 5. Energy consumption, point 2 a) is stated: "The train is fully loaded with the maximum capacity of passengers as defined in the Technical Specification section 2 (all passenger seats, folding seats and standing places are occupied. At the same time time in the Section 2 of the Technical specification it is stated that capacity of the train set must be. 880 passengers when occupied by all seated and standing passengers with the ratio of 4 passengers per square meter. Please confirm, that the calculation of the energy consumption must be done using the weight of the train occupied by the above mentioned 880 passengers and this approach is mandatory for all candidates.	weight, with 880 passengers on board and taking into account the average mass of passengers and other parameters specified in the tender documentation. This approach is mandatory for all participants.
122	In order to provide the proposal for the credit to purchase EMU's and related scope according to tender regulations, it was requested by involved ECA's to provide the following official information from O'zbekiston Temir Yo'llari: Audited annual of consolidated financial statements of the last three years. Documents confirming the ownership structure The business plan of O'zbekiston Temir Yo'llari	Requested information is in the public domain on the website of JSC "UTY" at the following links: Reports of JSC "Uty" https://railway.uz/ru/proekty/9018/ Business plan of JSC "Uty" https://railway.uz/en/proekty/1920/
123	All spare parts that the Supplier will have in stock under warranty will have to become the property of JSC OTY after the end of the warranty period. Does this also apply to spare parts purchased by the Supplier during the warranty period?	Spare parts acquired as part of the subject of purchase are their own JSC "UTY" according to the general business logic and the logic of the supply contract. The spare parts that the supplier will use during the warranty service and which will be stored in the territory of JSC "UTY" are transferred to the ownership of JSC "UTY". It is allowed to use spare parts for warranty service from the composition of spare parts purchased as the subject of purchase, provided that the amount of spare parts is mandatory after the end of the warranty period.
124	Document „Tender Process UTY", point 12.2. Please confirm that our understanding is correct that the content and structure of Technical Proposal must be similar and must reflect the content and structure of Annex 2 Technical specification.	YES. According to paragraph 12.2 of the Rules for filing and evaluating tender applications and negotiations The technical proposal should include the technical description of the procurement object proposed by the participant in the tender, which contains information and a description of the implementation of each section of the technical specification. This means that the technical description of the procurement object should be

		provided by a participant in a tender in such a structure and form that will allow you to reflect the implementation of all requirements of the technical specification provided by the customer. The technical description of the procurement object in accordance with the structure of technical specifications (Appendix 2) is accepted. At the same time, it should be noted that in accordance with paragraph 12.1 of the Rules for filing and evaluating tender applications, the technical proposal should include other documents in accordance with the applications provided by the customer and other requirements described in the mentioned paragraph.
128	Question from point 9-1.8 page 66 - Point 10 requires the supply of "Main converter assembly - 5 units" If the supplier has the main converter assembly divided into two distinct functional parts, can he supply 2 units from one and 3 units from the other?	According to Appendix 2 9-1.8, paragraph 10, the main converter assembly must be placed in the amount of 5 units. If the main converter consists of two components, then it is necessary to put 5 units of each part.
130	Annex 2, Chapter 9-1.6; All spare parts that the Supplier will have in stock under warranty will have to become the property of JSC OTY after the end of the warranty period. Does this also apply to the spare parts sheets in 9-1.8?	In paragraph 9-1.8 of Appendix 2, lists of spare parts and consumables (SIPs) are indicated, which should be available during the warranty service life of electric trains. According to paragraph 9-1.6 of Appendix 2, all spare parts (SIPs), which the supplier will have in a warehouse under warranty, will have to go into the ownership of JSC “UTY” after the end of the warranty period.
132	Annex 13_8 Chapter 13,13.1 & 13.2; Could you you be more specific about the levels of defect?	In accordance with paragraphs 13.1 and 13.2 of the draft contract (Appendix No. 13): Level A is defects, due to which the use of an electric train when transporting passengers is unacceptable, or because of which the movement of the electric train is significantly limited, or which significantly reduce the level of comfort of passenger transportation. For example, cases threatening the safety of train traffic and passenger health. Level B - defects, due to which there is a slight decrease in the comfort of passenger transportation, but which do not affect traffic safety, and it can be used to transport passengers. For example, one of the toilets does not work, multimedia does not work, etc.

133	Annex 13 Chapter 45; In the points below there are different repair times. Could you clarify times for each repair?	The time and mileage at which repair and maintenance should be carried out by the manufacturer. However, in cases of detection of defects in the warranty period of level A and during elimination, chapter 45 is carried out in accordance with Appendix 13.
134	Annex 13 Chapter 44.3; For any component of the regional electric train, which is covered by the warranty, and which is replaced or installed as part of the warranty elimination of defects, from the moment of its installation (replacement), a new warranty period of 24 months begins. Does this include parts from the claim and repair? If the part was in warranty storage does its warranty begin at the time of installation? If so, does the warranty start with the replaced part or the entire assembly?	The supplier during the warranty period can use SIPs from the warehouse of supplied spare parts to reduce the downtime of the composition. However, after the entire warranty period, it undertakes to restore the spare parts used. The guarantee of replaced spare parts begins from the moment of installation and applies only to the replaced part.
140	On 26 January 2022, in view of the requests from interested suppliers received by UTY from 7 November 2022 to 23 January 2023, as well as the unusual complexity of the procurement procedure, consisting in particular of the requirement for participants to raise debt financing, UTY has announced changes to the rules for the submission of bids as per the Tender by posting an announcement to this effect on its official website (the "Announcement") Announcement substantially modifies the Rules for Submission and Evaluation of Bids and Undertaking of Negotiations prepared in relation to the Tender. Having in mind, that tenders will, in this phase of the tender, be used by UTY as an additional confirmation of the interest of Candidates to participate and for prequalification, we kindly request the tenderer to confirm, that absence of non-technical and less substantial attachments and/or it’s language versions, mentioned in the original tender regulations is admissible and that UTY will request the tender to additionally provide such documents in case of their necessity bearing in mind the purpose and the current status of the tender process.	To submit a Technical Bid in the composition and with the requirements both specified in the Announcement on the website of JSC "UTY" dated January 26, 2023, it is allowed to include supporting documents in English in the Technical Bid. Supporting documents are documents that satisfy the requirements and conditions specified in Annex No. 1, Annex No. 2 and Annex No. 8, and confirming the information that the tender participant indicates in Annex No. 1 and Annex No. 2. Also, in order to accelerate the development of Technical Bid, taking into account the Announcement of January 26, 2023, machine translation into Russian of information in Annex No. 1 and Annex No. 2 is allowed. At the same time, the missing version (in English or in Russian) must be provided no later than the date of opening of the Technical Bids, taking into account the requirements for issuing a package specified in Section 7 of the "RULES FOR SUBMISSION AND EVALUATION OF TENDERS AND NEGOTIATIONS" adding the mark "ADDENDUM OF VERSIONS IN [language]; and the Customer -- UTY JSC -- reserves the rights to unilateraly reject any version (English or Russian) and/or Technical bid in its entirety in case there is any substantial descrepancy between Russian and English versions.