

Annex 1 - Questions and answers



Project: RFI Modular Measurement Train
Datum: 13-12-2023
TenderNed TN 438939

Nr	Question	Date	Answer
1	What is the duration of the contract of Tender 4?	4-dec	As indicated in the RfI, no final specifications have been determined at this time. This applies to both technical specifications and contractual principles. One of the objectives of this RfI is to gain insight into these aspects. ProRail therefore invites you to share your view on this in the questionnaire.
2	Tender 4 consists of two sub tenders. Does this mean two applications should be done?	4-dec	See the answer to question 1.
3	Can a party directly involved in a PGO contract, also apply for tender 4?	4-dec	See the answer to question 1.
4	Can a party indirectly involved in a PGO contract, also apply for tender 4?	4-dec	See the answer to question 1.
5	From the schedule we understand that the questionnaire is due by 17-JAN-2024, thus we are not providing the filled-in questionnaire as part of this email. Please let us know if our understanding is correct. Should our understanding be incorrect, please let us know and allow us to submit it as soon as we can.	3-dec	This is correct, deadline for submitting your filled in questionnaire is 17 January 2024.
6	Please confirm that the questionnaire can be submitted via email (no need to use the portal).	3-dec	Yes, all communication is done via email (arno.odijk@prorail.nl)
7	Prorail is mentioning bridging periods for various functionalities. Will Prorail be looking at loaner systems for the bridging period in a sense that a track geometry or catenary measurement system is installed on a Prorail provided temporary platform for the bridging period? Would Prorail then also hire the provider to operate the loaner system or is Prorail even considering autonomous loaner systems for the bridging period?	3-dec	ProRail has a need for bridging contracts to fill the gap between the current situation and the new situation (modular measurement train). The bridging contracts will consist of the current service level, in general conform current requirements. The most important issue for ProRail is continuity of gathering reliable data. Changing the way of working for a bridging period will lead to disproportional costs for ProRail due to e.g. validation and/or certification processes.
8	Are there any specific data provision requirements for the bridging period (e.g. compatible with IRISsys)?	3-dec	See the answer to question 7. This is dependant on the operational systems used at the time of the bridging period

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9	In respect to the measurement hub platform: Did we correctly conclude from your documentation that it is Prorail's intention that the measurement hub is a system integration platform which consists of a piece of rolling stock and also the electronic equipment / software as needed to provide location information, data storage and data transmission to the dedicated inspection systems to be added? If so, according to our experience, the strong recommendation for an optimal minimum system integration platform configuration could e.g. be: 1. Distance encoder 2. GPS 3. Magnet detection 4. Location extraction from ETCS balises 5. Localization data and data synchronization information provision to subsystems 6. Data collection and consolidation of subsystem data 7. Data storage and transmission of all collected data	3-dec	Correct. Input regarding technical specifications, requirements and suggestions can be shared with ProRail by means of the questionnaire.
10	Would Prorail consider that the measurement hub rolling stock be delivered with a system integration platform which shall ensure that recorded data is easily cross-referenced (e.g. track geometry linked with catenary data)?	3-dec	See the answer to question 1.
11	Is Prorail considering the addition of a condition-based engineering/technical-type railway infrastructure asset management system (RI-AMS) for automatic maintenance & renewal planning, as a link between ProRail's existing and established accounting (ERP/SAP) system and the data-visualization oriented system (IRISsys)?	3-dec	This is not within the scope of this RfI.

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12	In Appendix 2 Prorail is stating resolution and accuracy requirements. We would like to ask if Prorail would be open to modify some requirements based on the following suggestions:	3-dec	Appendix 2 is shared to provide an indication of the complexity of the contracts that have to be bridged. See also the answer to question 7 regarding specification during the bridging period. Regarding the new situation (modular measurement train), you are invited to share (technical) suggestions in your questionnaire.
	1. We would suggest using EN13848 as the reference for resolution and accuracy for all parameters, including D0.	3-dec	
	2. Rail surface and track bed images are typically recorded using line scan camera technology. Therefore, pixel-based resolution requirements for area cameras do not actually apply for this application. For the rail surface and track bed images, we suggest defining the lateral field of view and the required resolution per pixel in millimeters instead (i.e. 0.5mm x 0.3mm resolution for rail surface imaging or 3m lateral field of view with 1mm x 1mm resolution for track bed imaging).	3-dec	
	3. For the pantograph force measurement system, there is EN norm EN50317 defining the system performance parameters	3-dec	
	4. For the switch measurement system resolution, it seems that the 0.01mm value describes the resolution of the distance measurement of the triangulation. Instead, we suggest defining the lateral pixel resolution at the object level (i.e. 0.1mm lateral resolution). We further recommend defining the measurement interval (e.g. 25mm longitudinal resolution at 40 km/h).	3-dec	
13	Based on Prorail stating certain requirements in Appendix 2, we actually suggest Prorail to ask potential suppliers to provide KPIs such as resolutions and accuracies for the listed systems. This will give Prorail an overview and it will ensure that Prorail will not be asking for KPIs no supplier or only a single supplier can provide.	3-dec	See the answer to questions 7 and 12.
14	With reference to point 2.3 of document "TN438939 Rfi Modular Measurement Train", would you please confirm that for asking clarification questions concerning this RFI, it is possible to send you an email (arno.odijk@prorail.nl) until the specified deadline. Please confirm our assumption.	27-nov	Confirmed

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15	With reference to point 2.3 of document "TN438939 Rfi Modular Measurement Train", as this period of the year is full of deadlines, nevertheless we want to serve you a complete answer, we are asking you to grant an extension of 2 weeks for sending you the completed "Appendix 4 Questionnaire". In case you will satisfy our request, we assume that the deadline for asking clarification questions will be extended until 18/12/2023 also, please confirm our assumption.	27-nov	Your request will not be granted. ProRail is in the opinion that the timeline provides sufficient possibilities to submit answers to the questionnaire.
16	With reference to the TN 438939 - RFI Modular Measurement Train, we are assuming that for RFI stage it is not needed to ask for an authentication method (i.e. through www.digidentity.eu) for registering to TenderNed portal. This procedure will be needed only in the further tender stage, please confirm our assumption	27-nov	Confirmed
17	How does ProRail safeguard any commercial and confidential information to be exchanged? To prevent these from ending up in places where the requesting party does not want them.	30-nov	ProRail will only share the information regarding the questionnaire with members of the project and with management. See also the answer to question 18
18	How does ProRail guarantee confidentiality to the requesting parties?	30-nov	Objective of the Rfi is to gain insight in the boundary conditions in which this possible tender project can be successfully completed and in the number of interested parties. As mentioned in paragraph 2.2, an anonymous report is made of the total Rfi. Excluded from mentioning in the final report are explicitly stated confidential answers of participants and information that is, in the opinion of ProRail, confidential. The report will contain general conclusions and no direct links to participants. Participants can indicate whether specific information is to be treated as confidential in the report. ProRail requests participants to be reserved in this regard.