



COPENHAGEN METRO M1 + M2

Asset Condition Assessment Corrections and clarifications

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1 Introduction

The procurement process for Copenhagen Metro M1+M2 Asset Condition Assessment is ongoing.

The present document includes corrections and clarifications to published tender material.

2 Corrections and clarifications

2.1 Scope of Service

2.1.1 Requirements to deliverables - 1

Question: *Is the Asset hirachi already defined or is this a part of the project?*

Answer: The Asset List defines asset names and IDs to be used, cf. Scope of Service, Attachment 1A. All the assets in the Asset List are equally prioritized in this project.

2.1.2 Requirements to deliverables - 2

Question: *In general – is the expected level of assessment a purely visual assessment (plus documentation) or is any functional testing to be included?*

Answer: There are no requirements as to how the assessment is conducted. The requirement is that the assessment is delivered according to requirements in Scope of Service, paragraph 2, and in Scope of Service, Attachment 3.

2.1.3 Requirements to deliverables - 3

Question: *For visual assessment in general – is visible, on surface inspection sufficient, i.e., no disassembly expected for interior access?*

Answer: There are no requirements as to how the assessment is conducted. The requirement is that the assessment is delivered according to requirements in Scope of Service, paragraph 2, and in Scope of Service, Attachment 3.

2.1.4 Requirements to deliverables - 4

Question: *Visual assessment on the surface of the drainage system (Constructions – Mechanical works – Drainage) be sufficient, i.e., to inspect for visible traces of defects in the system, not including investigation of the interior of pipes?*

Answer: There are no requirements as to how the assessment of the condition of the asset Drainage (AG) (ID 1206) is conducted. The requirement is that the assessment is delivered according to requirements in Scope of Service, paragraph 2, and in Scope of Service, Attachment 3.

2.1.5 Requirements to deliverables - 5

Question: *Is visual assessment by sampling selected spots of the third rail sufficient or is complete and continuous coverage of the 49 km of third rail expected?*

Answer: There are no requirements as to how the assessment of the condition of the asset Third rail (ID 1301) is conducted. The requirement is that the assessment is delivered according to requirements in Scope of Service, paragraph 2, and in Scope of Service, Attachment 3.

2.1.6 Requirements to deliverables - 6

Question: *Rolling Stock – Auxiliary systems - Control and communication: Does this comprise the on-board passenger information systems and surveillance camera system only? ...or is any fixed installation, not on-board rolling stock to be included? (The documentation states “1 system for the entire metro”.) Are functional tests expected or is only visual (and possibly audio) assessment sufficient? How many cameras are there in the system?*

Answer: Control and communication (ID 1604) only comprises the systems that are on-board the rolling stock.

There are no requirements as to how the assessment of the condition of the Control and communication asset (ID 1604) is conducted. The requirement is that the assessment is delivered according to requirements in Scope of Service, paragraph 2, and in Scope of Service, Attachment 3.

There are 6 cameras in each vehicle.

2.1.7 Requirements to deliverables - 7

Question: *Rolling Stock – Door system: Is the assessment expected to involve inspection of all doors on the 10 sample vehicles or is it accepted to base the assessment on inspection limited to some of the doors on the 10 vehicles? Are functional tests expected?*

Answer: There are no requirements as to how the assessment of the condition of the asset Door system (ID 1606) is conducted. The requirement is that the assessment is delivered according to requirements in Scope of Service, paragraph 2, and in Scope of Service, Attachment 3.

2.1.8 Requirements to deliverables - 8

Question: *The asset name “Train line box” is not clear. The description seem to address all underfloor equipment boxes. Please clarify - does it mean all easily accessible underfloor equipment boxes? Will sample inspection of boxes be sufficient for the assessment or are all underfloor boxes on the 10 sample vehicles expected to be inspected?*

Answer: The asset Train line box (ID 1608) refers to several equipment boxes, please refer to the description in Attachment 1A. There are no requirements as to how the assessment of the condition of asset Train line box (ID 1608) is conducted. The requirement is that the assessment is delivered according to requirements in Scope of Service, paragraph 2, and in Scope of Service, Attachment 3.

2.1.9 Requirements to deliverables - 9

Question: *H&V system: Will exterior visual assessment be sufficient or is any disassembly for inspection expected? Is it accepted to base the assessment on inspection limited to some of the H&V systems on the 10 sample vehicles?*

Answer: There are no requirements as to how the assessment of the condition of asset H&V system (ID 1609) is conducted. The requirement is that the assessment is delivered according to requirements in Scope of Service, paragraph 2, and in Scope of Service, Attachment 3.

2.1.10 Requirements to deliverables - 10

Question: *Electrical equipment – Traction: Will sample inspection of the equipment listed in the “Description” be sufficient for the assessment or is the Traction equipment on all of the 10 sample vehicles expected to be inspected?*

Answer: The assessment of the condition of asset Traction (ID 1610) shall include all equipment within the asset. The list of equipment listed in the column Description is not exhaustive.

There are no requirements as to how the assessment of the asset Traction (ID 1610) is conducted. The requirement is that the assessment is delivered according to requirements in Scope of Service, paragraph 2, and in Scope of Service, Attachment 3.

2.1.11 Requirements to deliverables - 11

Question: *Onboard ATC: Will a theoretical assessment, based on visual inspection, knowledge and experience, be sufficient for the assessment?*

Answer: There are no requirements as to how the assessment of the condition of the asset Onboard ATC (ID 1611) is conducted. The requirement is that the assessment is delivered according to requirements in Scope of Service, paragraph 2, and in Scope of Service, Attachment 3.

2.1.12 Requirements to deliverables - 12

Question: *One more clarification question to be added to number 5 (“Control and communication”): Is the train control and propulsion control system excluded from the assessment?*

Answer: The train control (ATC) and propulsion systems are not excluded in the asset Control and communication (ID 1604).

2.1.13 Metroselskabet provides - 1

Question: *What format will O&M contractor maintenance data be available?*

Answer: The maintenance data from the O&M Provider will be available in the formats exemplified in Scope of Service, Attachment 2.

2.1.14 Metroselskabet provides - 2

Question: *Does the consultant have full access to maintenance data from the O&M Contractor?*

Answer: The consultant will have full access to maintenance data from the O&M Provider in the form and extent as described in Scope of Service, Attachment 2.

2.1.15 Metroselskabet provides - 3

Question: *Does this project require SAP (PM,MM or PP) proficiency?*

Answer: SAP proficiency is not a requirement.

2.1.16 Metroselskabet provides - 4

Question: *Is all data available from the beginning or is lead times to be expected?*

Answer: All data as described in Scope of Service, Attachment 2 is available from the beginning of the project.

2.1.17 Metroselskabet provides - 5

Question: *Does CPH Metro have datawarehouse for maintenance data or will it be drawn directly from SAP?*

Answer: Maintenance data is provided as described in Scope of Service, Attachment 2.

2.1.18 Employer's Time Schedule

Question: *If the options are called will they be executed in parallel with the main contract or as a follow up assignment?*

Answer: If the contract options are called, they must be executed in parallel with the main contract and in accordance with the time schedule as described in the Scope of Service, paragraph 4.

2.2 Instructions to Tenderers (ITT)

2.2.1 Tender deliverables - 1

Question: *Is there a limit to how many CVs we may submit?*

Answer: According to tender deliverable no. 5 the tenderers shall submit CV's for each employee who will participate in the assessment of the condition of the Employer's assets.

Please note that all above mentioned employees shall be listed in the Agreement Asset Condition Assessment, paragraph 2. Services and change of employees is subject to the Client's approval.

2.2.2 Tender deliverables - 2

Question: *How should the references be presented and how will they be used in the evaluation?*

Answer: The Employer assumes the question is related to CVs. Reference is made to Instruction to Tender, Appendix B tender deliverable no. 5 in which details are stated. With regards to evaluation reference is made to Instruction to tender, Appendix A.

2.3 Agreement Asset Condition Assessment

2.3.1 Services provided by the Consultant

Question: *Please forward the employers code of conduct.*

Answer: The Employers Code of Conduct is uploaded to <http://www.m.dk/acam1m2>

2.3.2 Prices - 1

Question: *§7.2 Time used for travelling within the normal working hours from the Employer's office at Metrovej, Copenhagen or any other of the Employers site(s) to meetings, workshops etc cannot be charged. Please delete. A consultant allocated to the project, may have to be present on several site(s) and he or hers ability to travel between site can be key to doing the task. It does not seem fair that he should not be payed for doing his job.*

Answer: Please note that section 7.2 last paragraph refers to time used.

Reference is made to section 7.3 which states: *All travel expenses, excluding local transportation and expenses for accommodation, are reimbursed.*

2.3.3 Prices - 2

Question: *The Agreement – section 7.3: Please clarify if travel expenses for staff not normally located in Copenhagen will be reimbursed (and consequently should not be included in the unit rates).*

Answer: Local transportation is defined by transportation within Greater Copenhagen Area.

2.3.4 Intellectual Property Rights

Question: *§9 The clients right to change material and background material... In such case where the client changes material and background material, the client cannot with prior agreement with the contractor refer to the contractor as part of the conclusion derived there of.*

Answer: Section 9, Intellectual Property Rights will be amended as follows:

New fourth paragraph will be inserted:

The Consultant shall only be liable for the material (including background material) delivered under this agreement. Should the Employer change the material (including background material) for other purposes than those described in the agreement, the Consultant shall be exempted liability for such changes.

2.3.5 Liability

Question: *X has the following question: cf. "Agreement Asset Condition Assessment" p. 9 paragraph 11 Liability.*

The current text makes the liability is unlimited, since ABR89, section 6.2.2, leave it to the contract parties to agree the size of the liability. We believe that it is unintentionally, and is asking to limit the liability to the size of the insurance requirement, EUR 1.3 million euro?

A changed text could look like:

"The liability is limited to EUR 1.3 million. Approvals by the Employer do not limit the responsibility of the Consultant.

The liability period expires five years after completion of scope of services, cf. ABR 89, section. 6.2.3.1."

Answer: Agreement Asset Condition Assessment Section 11 Liability:

"Approvals by the Employer do not limit the responsibility of the Consultant.

The liability period expires five years after completion of scope of services, cf. ABR 89, section. 6.2.3.1."

is superseded by:

"The liability of the Contractor to the Employer under or in connection with the Agreement shall not exceed the MEUR 1.3 (Insurance coverage). This Section 11 shall not limit liability in any case of fraud, deliberate default, intellectual property rights or wilful misconduct by the Contractor. Furthermore, this Section 11 shall not limit liability in any case of personal injury, including death or disease to any person employed by the Employer or third party arising from, relating to or in connection with the performance or non-performance of the Agreement.

Approvals by the Employer do not limit the responsibility of the Consultant.

The liability period expires five years after completion of scope of services, cf. ABR 89, section. 6.2.3.1."