



KONYA BÜYÜKŞEHİR BELEDİYESİ

**PROCUREMENT OF GOODS AND RELATED SERVICES FOR 4 ELECTRICAL
MULTIPLE UNITS (16 CARS) FOR KONYA COMMUTER OPERATION PROJECT
(IDB-KON-G01)**

05 / 10 / 2026

CLARIFICATION NO:1

This Clarification is prepared to provide necessary clarifications on certain aspects of the Bidding Documents.

This Clarification forms an integral part of the Bidding documents and has been issued to:

- provide response to queries and clarification requests sent by prospective bidders in writing,

as given in detail below:

SECTION I

The answers to queries and clarification requests sent by prospective bidders in writing are as follows;

Note: The replies below shall be read together with the Bidding Documents and Addendum No.2. "YES" in the "Amendment Required" column identifies a requirement amended by Addendum No.2; "NC" indicates that the reply does not amend the Bidding Documents and does not, by itself, signify acceptance of the Bidder's proposal. References to design review or interface verification concern the implementation of the contractual requirements and do not, by themselves, waive or vary those requirements. Any change to the Bidding Documents shall be made by formal addendum. All other provisions remain unchanged.

No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
1	BDS ITB 33.1 (Section II, p.39)	BDS ITB 33.1 - Domestic Preference	<i>Amendment Request-1 is reproduced verbatim in the full-width continuation block immediately below.</i>	The request is not accepted. In accordance with BDS ITB 33.1, no margin of domestic preference shall apply. The mandatory minimum local content requirement of sixty percent (60%) remains applicable and shall be demonstrated in accordance with the Bidding Documents.	NO
Amendment Request-1 Original Text ITB 33.1 No domestic preference margin shall be applied for domestically manufactured goods. Requested Amended Text <i>A 15% price preference shall be applied in favor of domestic bidders offering domestically manufactured goods. The Domestic Goods Certificate shall be submitted to the Administration at the tender stage.</i> Justification: The 12th Development Plan of the Presidency includes the provision: "476.7. The ongoing domestic design and prototype activities within TÜRASAŞ shall be completed and the rail system vehicle needs of the railway sector shall be met." (Objectives and targets). Furthermore, the Prime Ministry Circular No. 2017/22 on the Use of Domestic Products provides that, provided that the principles of safety, security, economy and competition are observed, at least 51% domestic content shall be required for traction and hauled vehicles used in metro, light rail, tramway and similar systems to be procured by public institutions and organizations, municipalities and special provincial administrations, and their affiliated or related institutions, organizations and companies. Secondary legislation provisions that hinder domestic production and the provision of domestic services, particularly in technical specifications concerning the procurement of products and services produced in Türkiye, shall not be included. All necessary measures shall be taken to encourage technical and administrative arrangements ensuring the use of domestic production and services in tenders and other procurement activities relating to domestic production and purchases. In this context, establishing sustainable domestic and national rail system vehicle manufacturers capable of competing with international railway vehicle manufacturers, preventing the outflow of national resources, developing the domestic rail system vehicle industry, and subsequently contributing to the national economy through the export of the vehicles produced are of great importance to our country. In line with the aforementioned objectives and targets, it is considered that applying a 15% price preference in favor of domestic bidders offering domestically manufactured goods would be in the interests of both the Administration and the Country, in order to enable participation in the tender and to create a more competitive tender environment.					
2	Technical Specifications, pp.169-170	Technical Specification Clause 11.1.2 - Determination of Local Content Ratio for Equipment	<i>Amendment Request-2 is reproduced verbatim in the full-width continuation block immediately below.</i>	The request is not accepted. The Bidder shall demonstrate compliance with the mandatory minimum local content requirement of sixty percent (60%) and provide the documentary evidence required at bid stage under Sections III and VII. At Bid Stage, the Bidder shall submit Table 4 indicating the proposed origin of the relevant equipment and services and Table 5 identifying the proposed local equipment and service suppliers, together with the supporting evidence available at that stage. The certification and verification stages specified in Article 11 of the Technical Specifications remain applicable; this reply does not bring forward documents expressly due during design, shipment or delivery. Local Product Certificates shall be obtained from the relevant Chamber of Industry or Chamber of Commerce affiliated with TOBB in accordance with Clause 11.1.2. Such certificates are not required to be submitted with the Bid; they shall be obtained separately for the applicable equipment items and trainsets and submitted no later than the vehicle delivery stage, in accordance with Clause 11.1.2. The pre-dispatch verification of the minimum 60% local content and the	NO

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
				conditions for Factory Release and Shipment Approval under Article 11 remain unchanged. Documents issued by other institutes are not automatically accepted as substitutes for those certificates.	
Amendment Request-2 Original Text 9.1.2 DETERMINATION OF THE DOMESTIC CONTENT RATIO FOR EQUIPMENT For the purpose of evaluating domestic content ratios, bidders shall obtain a separate Domestic Goods Certificate for each equipment item listed in Table 4: Train Set Domestic Content Ratio Table and submit it to the Administration together with the bid. A Domestic Goods Certificate shall be obtained separately for each train set and submitted to the Administration. The equipment manufacturer (either the Contractor itself or the Contractor's equipment supplier) shall obtain the Domestic Goods Certificate issued by the relevant chamber (Chamber of Industry or Chamber of Commerce) affiliated with TOBB (Union of Chambers and Commodity Exchanges of Türkiye). At the vehicle delivery stage, the Contractor shall submit all documents evidencing the use of domestic equipment. Requested Amended Text <i>For the purpose of evaluating domestic content ratios, bidders shall obtain and submit a separate Domestic Goods Certificate for each equipment item listed in Table 4: Train Set Domestic Content Ratio Table. However, components produced by various institutes established by law and operating in Türkiye, which provide the research, development and high-level engineering services required by public and private sector organizations and cooperate with universities and other institutions and organizations, shall be accepted as domestic goods on the basis of an equivalent document without requiring a Domestic Goods Certificate. Equipment for which a Domestic Goods Certificate or an equivalent document issued by such Institutes is submitted shall be accepted by the Administration as a "Domestic Product." The Domestic Goods Certificate and equivalent documents shall be obtained separately for each item of equipment and submitted to the Administration at the tender stage. According to the percentage breakdown in Table 4, the minimum domestic content ratio shall be 60%.</i> Justification: It is considered that submitting the Domestic Goods Certificate for each equipment item listed in Table 4: Train Set Domestic Content Ratio Table to the Administration after contract signature may cause delays in delivering the vehicles within the contractual period, which may in turn disrupt the services carried out by the Administration. Furthermore, submission after contract signature of the Domestic Goods Certificates to be used in calculating the Train Set Domestic Content Ratio may create uncertainty as to whether the minimum 60% domestic content ratio required by the bidding document can be achieved. Furthermore, for equipment domestically and nationally produced by Institutes and currently in use, the relevant Institutes cannot obtain a Domestic Goods Certificate directly in their own name because they do not have the status of a company holding an industrial registration certificate and directly manufacturing and selling commercial products. Accordingly, it is requested that components produced by such Institutes be considered equivalent to domestic goods on the basis of the equivalent documentation referred to above.					
3	Technical Specifications pp.170-173; Section VII pp.89-91	Technical Specification Clause 11.2.1, Table-4 - Train Set Local Content Percentage Table	<i>Amendment Request-3 is reproduced verbatim in the full-width continuation block immediately below.</i>	The request is partially accepted only to correct the percentage total. In Table-4, Item 3, Assembly / Installation, is increased from 7% to 10%. No new Bogie Assembly item is added; and the other percentage reallocations and mandatory domestic product markings proposed in the request are not accepted. In addition, the Type of Design and Engineering is corrected from Equipment to Service. Please see Addendum No.2, Amendment No.1.	YES
Amendment Request-3 Original Text 9.2.1 - TABLE-4 - TRAIN SET DOMESTIC CONTENT RATIO TABLE (4 VEHICLES PER SET)					

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
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TABLE-4

TRAIN SET LOCAL CONTENT PERCENTAGE TABLE (4 CARS PER SET)

The definition of sub-equipment, materials, and services related to the equipment and service allocations in the train set percentage table has been made as described below.

Item No	(A) Main Equipment or Service Description	(B) Sub-Equipment or Service Scope	Rate(%)	Type	Origin
1	Project Management	—	6%	Service	
2	Design and Engineering	—	2%	Equipment	
3	Assembly / Installation	Labour	7%	Service	
		Facilities and Management			
		Energy			
4	Testing and Commissioning	Labour	3%	Service	
		Facilities and Management			
		Energy			
5	Carbody and Exterior Claddings	Carbody – Structure	8%	Equipment	
		Chassis			
		Side Walls and Panels			
		Roof, Front and Rear Sections			
		Insulation Materials			
		Painting			
		Welded Assembly Works			
		Accessories			
6	Interior Fittings	Interior Fittings, Side Panels	2%	Equipment	

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
			Windows	2%	
			Flooring and Ceiling Panels	2%	
			Handrails and Grab Handles	2%	
			Advertising Panels	1%	
			Seats	2%	
			Other Interior Fitting Accessories	1%	
7		Bogie and Underframe Structure	Bogie Frame	5%	Equipment
			Bogie Beams and Other Components	1%	
8		Bogie Equipment	Suspension Equipment	1%	Equipment
			Bogie Bearings and Drive Rods	1%	
			Wheelset	1%	
			Axles, Axle Boxes and Bearings	0,5%	
			Gearbox	1%	
			Lubrication	0,5%	
9		Traction System	Traction Motors	4%	Equipment
			Inverter	4%	
			Control Unit	1%	
			Main Transformer	1%	
10		Pantograph and Associated Equipment	Pantograph Set and Collector Shoes	0,5%	Equipment
11		Auxiliary Power Supply System	On-board Auxiliary Power Inverter and Battery Charging Module	4%	Equipment
12		Train Control System Including Software	Train Control Unit and Software	3%	Equipment
			Communication Systems		

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer			Amendment Required
		13	Interior and Exterior Vehicle Lighting	Interior Lighting	1%	Equipment	
				Exterior Lighting			
				Accessories			
		14	Air Conditioning System (HVAC)	HVAC Unit	6%	Equipment	
		15	Doors	Door Leaves	1%	Equipment	
				Door Drive Mechanism			
				Control Devices and Accessories			
		16	Passenger Information System (Visual and Audio)	Announcement system and equipment	2%	Equipment	
				Internal Communication System and Equipment	2%		
				Passenger Information System and Equipment	2%		
				CCTV System and Equipment	2%		
		17	Pneumatic System	Compressor	1%	Equipment	
				Pneumatic Installation			
				Lubrication Unit			
		18	Braking System	Brake Electronic Control Unit	1%	Equipment	
				Brake Caliper			
				Discs			
				Brake Pads			
				Sanding Equipment			

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer			Amendment Required
			Pneumatic Brake Control Unit				
19	Coupler		Mechanical Coupler Head	1%	Equipment		
			Electrical Coupler Head				
			Deformation Unit				
			Deformation Unit				
			Draw Gear Assembly				
20	Gangway		Belows (Gangway)	0,5%	Equipment		
21	Battery – Low Voltage / High Voltage Cabinet		Battery System (Battery Cells, Filling System, Fuses and Box)	3%	Equipment		
			Electrical Panels and Boxes	3%			
22	Cables and Cable Harness Accessories		Cable Ducts, Trays, Harnes	3%	Equipment		
			Cable	2%			
			TOTAL	100%			

Requested Amended Text

TABLE-4

TRAIN SET DOMESTIC CONTENT RATIO TABLE (4 VEHICLES PER SET)						
Definitions of the sub-equipment, materials and services relating to the equipment and service distribution in the train set percentage table are provided below. Components marked with "Z" are those for which a domestic product must mandatorily be offered.						
Item No	(A) Main Equipment or Service Description	(B) Sub-Equipment or Service Scope	Ratio (%)	New Ratio (%)	Type	Origin
1	Project Management	—	6%	3%	Service	
2	Design and Engineering	—	2%	2%	Equipment	
3	(Z) Assembly / Installation	Labour	7%	7%	Service	
		Facilities and Management				

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer				Amendment Required
			Energy					
			Labour					
4		(Z) Testing and Commissioning	Facilities and Management	3%	3%	Service		
			Energy					
5		Carbody and Exterior Claddings	Carbody – Structure					
			Chassis					
			Side Walls and Panels					
			Roof, Front and Rear Sections					
			Insulation Materials	8%	5%	Equipment		
			Painting					
			Welded Assembly Works					
			Accessories					
6		Interior Fittings	Interior Fittings, Side Panels	2%	1%			
			Windows	2%	1%			
			Flooring and Ceiling Panels	2%	1%			
			Handrails and Grab Handles	2%	2%	Equipment		
			Advertising Panels	1%	0%			
			Seats	2%	2%			
			Other Interior Fitting Accessories	1%	0%			
7		Bogie and Underframe Structure	Bogie Frame	5%	5%	Equipment		
			Bogie Beams and Other Components	1%	1%			
8		Bogie Equipment	Suspension Equipment	1%	1%	Equipment		
			Bogie Bearings and Drive Rods	1%	1%			

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer			Amendment Required
			Wheelset	1%	0,5%		
			Axles, Axle Boxes and Bearings	0,5%	0,5%		
			Gearbox	1%	0,5%		
			Lubrication	0,5%	0,5%		
	9	(Z) Traction System	Traction Motors	4%	8%	Equipment	
			Inverter	4%	5%		
			Control Unit	1%	2%		
			Main Transformer	1%	6%		
	10	Pantograph and Associated Equipment	Pantograph Set and Collector Shoe	0,5%	0,5%	Equipment	
	11	(Z) Auxiliary Power Supply System	On-board Auxiliary Power Inverter and Battery Charging Module	4%	5%	Equipment	
	12	(Z) Train Control System Including Software	Train Control Unit and Software	3%	6%	Equipment	
			Communication Systems				
	13	Interior and Exterior Vehicle Lighting	Interior Lighting	1%	1%	Equipment	
			Exterior Lighting				
			Accessories				
	14	Air Conditioning System (HVAC)	HVAC Unit	6%	3%	Equipment	
	15	Doors	Door Leaves	1%	1%	Equipment	
			Door Drive Mechanism				
			Control Devices and Accessories				

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer			Amendment Required
	16	Passenger Information System (Visual and Audio)	Announcement system and equipment	2%	1%	Equipment	
			Internal Communication System and Equipment	2%	1%		
			Passenger Information System and Equipment	2%	1%		
			CCTV System and Equipment	2%	1%		
	17	Pneumatic System	Compressor	1%	1%	Equipment	
			Pneumatic Installation				
			Lubrication Unit				
	18	Braking System	Brake Electronic Control Unit	1%	1%	Equipment	
			Brake Caliper				
			Discs				
			Brake Pads				
			Sanding Equipment				
			Pneumatic Brake Control Unit				
	19	Coupler	Mechanical Coupler Head	1%	1%	Equipment	
			Electrical Coupler Head				
			Deformation Unit				
			Deformation Unit				
			Draw Gear Assembly				
	20	Gangway	Bellcws (Gangway)	0,5%	0,5%	Equipment	
	21	Battery – Low Voltage / High Voltage Cabinet	Battery System (Battery Cells, Filling System, Fuses and Box)	3%	2%	Equipment	
			Electrical Panels and Boxes	3%	1,5%		

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer				Amendment Required
22		Cables and Cable Harness Accessories	Cable Ducts, Trays, Harness	3%	2%	Equipment		
			Cable	2%	1%			
23	(Z) Signaling System		ETCS	0%	9%	Equipment		
			ATS	0%	1,5%			
			TOTAL	97%	100%			

Justification:

The percentages in this table do not total 100%; rather, they amount to 97%. It is requested that the Traction System, Auxiliary Power Systems, Train Control and Management Systems including Software, and ETCS systems, which constitute the main backbone of the Electric Train Set, be required to be supplied as mandatory domestic products; that Assembly, Installation, Testing and Commissioning services be mandatorily performed within Türkiye; and that the weights in the percentage breakdown table be revised in accordance with the ratios specified above.

One of the most important and critical elements in the development of domestic and national industry is the production of high value-added technological products within the country. In this respect, it is considered strategically necessary that critical systems constituting the main backbone of high-technology Electric Suburban Train Sets, such as the Traction System, Auxiliary Power Systems, Train Control and Management Systems (TCMS) including Software, and ETCS, be produced using domestic and national capabilities.

It is stated that domestic production of these systems would support engineering and R&D capability, technological independence, foreign-currency savings, economical and sustainable maintenance and spare-parts supply, faster fault resolution, reduced downtime, operational efficiency, resilience against crises and logistical disruption, and information security. On this basis, the request proposes that the components marked with "Z" in the amended table be required as domestic products.

4	Technical Specifications pp.15-18; Section III pp.47-49	Technical Specification Article 3, Table 1 - Main Equipment Supplier Qualification	<i>Amendment Request-4 is reproduced verbatim in the full-width continuation block immediately below.</i>	The request is accepted to the extent set out in the amended Table 1 in Addendum No.2, Amendment No.2. That table replaces Table 1 in the cited locations in the Technical Specifications and Section III. The supplier numbers, reference requirements and other conditions shall be those stated in the amended table; no further relaxation is granted by this reply.	YES
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Amendment Request-4

Original Text

Article 3, Table 1

Sq. No.	Main Equipment	Name/address of Main Equipment Supplier Origin of the equipment if there is a branch and/or service in Turkey (addresses, if any)	Reference list showing that the main equipment was used in the similar electrical multiple units (EMU) before
1	Bogie		

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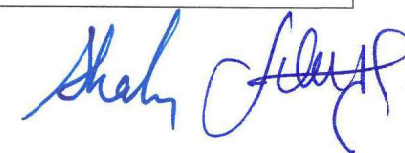
No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
	1.1	Axle Box (At least two alternative companies will be indicated.)		A reference list will be given, showing that the proposed equipment/ system manufacturer's products are operated in minimum three projects and in commercial operations with minimum 120 km/h speed.	
	1.2	Wheelset (At least two alternative companies will be indicated.)			
	1.3	Primary Suspension (At least two alternative companies will be indicated.)			
	1.4	Secondary Suspension (At least two alternative companies will be indicated.)			
	1.5	Flange Lubrication System (At least two alternative companies will be indicated.)			
	2	Traction System (At least three alternative companies will be indicated.) (Auxiliary Power Unit, Main Substation, Traction Converter/Inverter, Traction Motor, Gear Box and Coupler)		Proposed equipment/system manufacturer should have products that were developed or are currently developed for the similar projects.	

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
	3	Brake System (At least two alternative companies will be indicated.)		A reference list will be given, showing that the proposed equipment/ system manufacturer's products are operated in minimum three projects and in commercial operations with minimum 120 km/h speed.	
	4	Passenger Doors (At least two alternative companies will be indicated.)		A reference list will be given, showing that the proposed equipment/ system manufacturer's products are operated in minimum three projects and in commercial operations with minimum 120 km/h speed.	
	5	Air Conditioning units for passenger and driver's cab (HVAC) (At least three alternative companies will be indicated.)		A reference list will be given, showing that the proposed equipment/system manufacturer's products are operated in the commercial operations in minimum one project.	
	6	Automatic Coupler (At least two alternative companies will be indicated.)		A reference list will be given, showing that the proposed equipment/system manufacturer's products are operated in the commercial operations in minimum three projects.	
	7	Battery System (At least two alternative companies will be indicated.)		A reference list will be given, showing that the proposed equipment/system manufacturer's products are operated in the commercial operations in minimum one projects.	
	8	Gangway (At least three alternative companies will be indicated.)		A reference list will be given, showing that the proposed equipment/system manufacturer's products are operated in the commercial operations in minimum three projects.	
	9	Train Control Monitoring System TCMS (At least one company will be indicated.)		Proposed equipment/system manufacturer should have products that were developed or are currently developed for the similar projects.	

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
	10	Pantograph (At least two alternative companies will be indicated.)		A reference list will be given, showing that the proposed equipment/ system manufacturer's products are operated in minimum three projects and in commercial operations with minimum 120 km/h speed.	
	11	Passenger Information System -PIS (YBS) (At least two alternative companies will be indicated.)		A reference list will be given, showing that the proposed equipment/ system manufacturer's products are operated in minimum three projects and in commercial operations with minimum 120 km/h speed.	
	12	Closed-Circuit Television Monitoring and Recording System (CCTV") (At least two alternative companies will be indicated.)		A reference list will be given, showing that the proposed equipment/ system manufacturer's products are operated in minimum three projects and in commercial operations with minimum 120 km/h speed.	
	13	ETCS (At least one alternative company will be indicated.)		A reference list will be given, showing that the proposed equipment/ system manufacturer's products are operated in minimum two projects and in commercial operations with minimum 120 km/h speed.	
	14	Master Controller (At least one alternative company will be indicated.)		A reference list will be given, showing that the proposed equipment/ system manufacturer's products are operated in minimum three projects and in commercial operations with minimum 120 km/h speed.	
	15	Passenger Seats (At least three alternative companies will be indicated.)		A reference list will be given, showing that the proposed equipment/system manufacturer's products are operated in the commercial operations in minimum three projects.	



No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
	16	Dead Man's Handle System (At least one alternative company will be indicated.)		A reference list will be given, showing that the proposed equipment/system manufacturer's product is operated in the commercial operations in minimum one project.	
	17	Fire Detection System (At least one alternative company will be indicated.)		A reference list will be given, showing that the proposed equipment/system manufacturer's products are operated in the commercial operations in minimum two projects.	

Requested Amended Text

No.	Main Equipment	Name/Address of Main Equipment Supplier - Origin of Equipment - Address(es) of branch and/or service facility in Türkiye, if any	Reference list demonstrating previous use of the main equipment in similar Electric Multiple Units (EMUs)
1	Bogie		
1.1	Axle Box (At least two alternative companies shall be specified.)		A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least two projects at a minimum speed of 120 km/h.
1.2	Wheelset (At least two alternative companies shall be specified.)		
1.3	Primary Suspension (At least two alternative companies shall be specified.)		
1.4	Secondary Suspension (At least two alternative companies shall be specified.)		
1.5	Flange Lubrication System (At least two alternative companies shall be specified.)		
2	Traction System (At least two alternative companies shall be specified.) *(Auxiliary Power Unit, Main Transformer, Traction Converter, Traction Motor, Gearbox and Coupler)		The proposed equipment/system manufacturer shall have products developed or currently under development for similar projects.
3	Brake System (At least one alternative company shall be specified.)		A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least two projects at a minimum speed of 120 km/h.
4	Passenger Doors (At least two alternative companies shall be specified.)		A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least two projects at a minimum speed of 120 km/h.
5	Air Conditioning Units (HVAC) for Passenger Compartment and Driver Cab (At least two alternative companies shall be specified.)		A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least two projects.
6	Automatic Coupler (At least two alternative companies shall be specified.)		A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least two projects.
7	Battery System (At least two alternative companies shall be specified.)		A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least one project.
8	Gangway Bellows (At least three alternative companies shall be specified.)		A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least two projects.

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
9	Train Control and Monitoring System (TCMS) (At least one alternative company shall be specified.)			The proposed equipment/system manufacturer shall have products developed or currently under development for similar projects.	
10	Pantograph (At least two alternative companies shall be specified.)			A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least two projects at a minimum speed of 120 km/h.	
11	Passenger Information System - PIS (At least two alternative companies shall be specified.)			A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least two projects at a minimum speed of 120 km/h.	
12	Closed-Circuit Television Monitoring and Recording System (CCTV) (At least two alternative companies shall be specified.)			A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least two projects at a minimum speed of 120 km/h.	
13	ETCS (At least one alternative company shall be specified.)			The proposed equipment/system manufacturer shall have products developed or currently under development for similar projects.	
14	Master Controller (At least one alternative company shall be specified.)			A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least two projects at a minimum speed of 120 km/h.	
15	Passenger Seats (At least two alternative companies shall be specified.)			A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least two projects.	
16	Deadman Control System (At least one alternative company shall be specified.)			A reference list shall be provided demonstrating that the product of the proposed equipment/system manufacturer has been used in commercial operation in at least one project.	
17	Fire Detection System (At least one alternative company shall be specified.)			A reference list shall be provided demonstrating that the products of the proposed equipment/system manufacturer have been used in commercial operation in at least two projects.	

Justification:

The reference requirements and numbers of alternative companies for the components have been calculated by giving priority to domestic companies. In this context, the calculations are based on the capabilities and products of domestic companies involved in existing projects, and the amendment is requested in order to enable compliance with the domestic content requirement.

5	Technical Specifications, p.43	Technical Specification Clause 4.4.3.2 - TCMS	<i>Amendment Request-5 is reproduced verbatim in the full-width continuation block immediately below.</i>	The request is not accepted. Submission of TCMS source codes and diagnostic fault codes at bid stage is not required. The Bidder and, after award, the Supplier shall comply with the functional, interface, diagnostic, remote monitoring, documentation, cybersecurity and training requirements expressly stated in the Bidding Documents. Technical Specification Clause 4.4.3.2 remains unchanged.	NO
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Amendment Request-5

Original Text

Technical Specification 4.4.3.2

The TCMS shall be an intelligent system enabling information from numerous devices installed on the train to be acquired, controlled, transmitted and operated. Monitoring and control devices shall interface directly with the TCMS. The system shall perform the operational functions required for train management in terms of performance, safety and reliability. It shall assist personnel in train operation and support centralized maintenance. It shall be designed with a modular architecture so that it can be reused in different configurations. It shall provide historical data containing detailed information on the operation of equipment and devices.

Requested Additional Text

We request that the following text be added to the relevant clause: "The TCMS source codes and fault codes (diagnostics) shall be provided to the Administration during the tender process, and the source codes shall allow remote monitoring and access by the Administration. Bidders shall submit these documents at the tender stage."

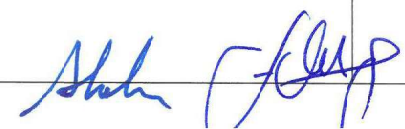
Justification:

Providing the Administration with access to the TCMS source codes and fault codes will enhance the Administration's capabilities regarding the vehicle system and contribute to achieving the necessary

No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
technical know-how and capabilities.					
6	Technical Specifications, pp.149-150	TECHNICAL SPECIFICATIONS 9.21 TOOL/FACILITIES/TEST EQUIPMENTS 9.21.1 Specified tools, facilities and test devices shall be classified as follows. The administration is free whether to purchase or not the equipment, devices, tools and facilities in whole or purchase them in part or not, and such a condition shall not impede performance of assumed guarantee liabilities by the contractor.	This clause indicates that the Administration is free to purchase all, part or none of the equipment, devices, tools and facilities. Accordingly, we understand that the special tools and equipment under this project will be separately listed in a quotation schedule, and the Owner will make their selection at the time of award or during the execution phase, and that the price of such items is not included in the Total Bid Price. Please confirm whether our understanding is correct.	The understanding is not fully confirmed. Clauses 4.4.2.10 and 9.21 shall be read together. Software, special tools and test equipment expressly required to be supplied under the Contract shall be included in the applicable Bid Price Schedules; the required special tools and special test equipment shall be delivered before the first train as specified in Clause 9.21.4. Any additional items offered for the Purchaser's optional selection shall be separately identified and priced, with their purpose and technical scope stated. An item required for the Contractor's mandatory maintenance, repair or warranty obligations shall not be excluded merely by labelling it optional. The Purchaser's selection rights under Clause 9.21 remain applicable to the separately offered optional items.	NO
7	Section III, pp.45-46	Section III. Evaluation and Qualification Criteria Qualification (ITB 36) 3.1 Postqualification Requirements (ITB 37.1) III. Financial Situation	We understand that the Bidder may satisfy this requirement by providing its audited financial statements for the latest two (2) financial years as evidence of its financial capability. Please kindly confirm whether our understanding is correct.	The understanding is not confirmed. Audited financial statements for the latest two financial years may be submitted as supporting evidence, but they do not by themselves satisfy the requirement. The Bidder shall provide sufficient documentary evidence demonstrating access to the specified EUR 10 million cash-flow resources and adequate sources of finance for this Contract and its other current and future commitments, in accordance with Section III, Clause 3.1.	NO
8	ITB pp.17-18; BDS p.38; Section IV pp.69-72	Section IV. Bidding Forms Table of Forms Form of Bid Security Form of Bid Security(Bid Bond) Form of Bid-Security Declaration	In this section, only the Form of Bid Security (Bank Guarantee) is provided; therefore, we understand that only a bank guarantee shall be submitted. Please clarify whether our understanding is correct. If otherwise, please provide the formats for other required documents.	A Bid Security is required and a Bid-Securing Declaration is not acceptable, as stated in BDS ITB 19.1. The Bid Security may be provided in any of the forms permitted under ITB 19.3(a)-(c). If a bank guarantee is used, the form included in Section IV, or another substantially similar form approved by the Purchaser before bid submission, shall be used. No additional form is required for an irrevocable letter of credit or a cashier's/certified check beyond compliance with ITB 19.3.	NO
9	Section III, p.46	Section III. Evaluation and Qualification Criteria 3.1 Postqualification Requirements (ITB 37.1) Compliance	We understand that, in order to satisfy this requirement, in addition to the relevant technical proposal, a technical specification response table shall be provided separately to demonstrate that this project meets the technical specification requirements. Please confirm whether our understanding is correct.	Confirmed. The Bidder shall provide a clause-by-clause technical compliance/response table, together with the technical proposal and supporting documentary evidence, demonstrating compliance with the Technical Specifications. Any deviation, reservation or proposed qualification shall be expressly identified; silence shall not be treated as an accepted deviation.	NO

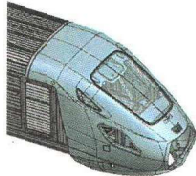


No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
		The Bidder shall furnish documentary evidence to demonstrate that the Goods it offers meet the usage requirement in the technical specifications:			
10	BDS pp.35-36; Section VII p.83; Section IV p.65	Section II Bid Data Sheet ITB 11.1 (j) 10) The contractor shall provide list of the spare parts needed for maintenance in annual period quoting the prices separately for each part based on the contract. Required quantities shall be calculated and specified correctly.	We understand that the spare parts required herein refer to the "Mandatory Spare Parts needed for the 2-Year Warranty Period". Please confirm whether our understanding is correct.	The understanding is not confirmed. The annual maintenance spare-parts list required under BDS ITB 11.1(j)(10) is separate from the itemized Mandatory Spare Parts needed for the two-year Warranty Period. Mandatory Spare Parts form part of the Contract as specified in Section VII, whereas the annual maintenance spare parts required under BDS ITB 11.1(j) (10) shall be quoted separately in Price Schedule No.8 as Recommended Spare Parts and shall not be included in the Bid Price.	NO
11	Technical Specifications pp.170-173; Section VII pp.89-91	TECHNICAL SPECIFICATION 11.2.1 TABLE 4 TRAIN SET LOCAL CONTENT PERCENTAGE TABLE (4 CARS PER SET)	In the Technical Volume, under Clause 11.2.1 "Percentage Table of Local Content per Trainset (4 Cars per Trainset)", the sum of the individual percentage items is 97%, rather than 100%. We propose either to add a new item "Bogie Assembly" with the type "Service" and a ratio of 3%, or to adjust the ratio of "Assembly / Installation" from 7% to 10%. Please confirm whether this proposal is acceptable.	The proposal to increase Item 3, Assembly / Installation, from 7% to 10% is accepted, bringing the total of Table-4 to 100%. No new Bogie Assembly item is added. Item 12, Train Control System Including Software, remains 3%. Please see Addendum No.2, Amendment No.1	YES
12	Technical Specifications pp.170-173; Section VII pp.89-91	TECHNICAL SPECIFICATION 11.1.1.2DESIGN AND ENGINEERING 11.2.1 TABLE-4 11.1.1.2Design and Engineering If the vehicle supplier is a local company or has an affiliated local company (in joint ventures, the leading/pilot firm must be a local company), the "Design and Engineering" service shall be considered a local service. 11.2.1 TABLE-4	According to the description in clause 11.1.1.2 "Design and Engineering", Design and Engineering is defined as a local service. However, in Table-4 under clause 11.2.1, the type of "Design and Engineering" is listed as "Equipment", which is inconsistent with the description in clause 11.1.1.2. Furthermore, "Design and Engineering" cannot be certified with a local product certificate. Based on the definition of "Design and Engineering" in previous tender documents for Turkish projects, we propose that the type of "Design and Engineering" in Table-4 under clause 11.2.1 be revised from "Equipment" to "Service". Please confirm whether this proposal is acceptable.	Accepted. In Table-4, the Type of Design and Engineering is corrected from Equipment to Service. Please see Addendum No.2, Amendment No.1.	YES

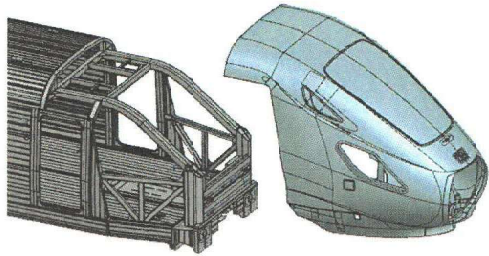


No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
		Design and Engineering - Type - Equipment			
13	Technical Specifications, p.13	TECHNICAL SPECIFICATIONS 3.1.9 Vehicle and equipment shall be selected in accordance with the rules specified for the human and environmental health in 2002/95/EC (electric-electronic materials), 2002/96/EC (waste electric and electronic materials), 2000/53/EC, 91/156/EEC, 94/3/EEC, 76/769/EEC, 67/548/EEC, 93/67/EEC, 67/548/EEC, 1488/94/EC, 793/93/EEC, 2000/532/EC (including EWC- European Waste Catalogue/HWL-Hazardous Waste List) and 94/904/EC Directive and materials such as mercury, cadmium, lead, asbestos, chrome 6 compounds which are forbidden to be used shall not be utilized.	We note that some of the directives and regulations referenced in this Clause have subsequently been updated, replaced or repealed. In order to align the requirements with the currently applicable regulatory framework, we propose to update the regulatory references as follows: Updated Directives: 2011/65/EU (replacing 2002/95/EC); 2012/19/EU (replacing 2002/96/EC). Replaced/Superseded Legislation: 2008/98/EC (replacing 91/156/EEC); 2000/532/EC (replacing 94/3/EC and 94/904/EC); 1907/2006/EC (replacing/superseding the relevant requirements under 76/769/EEC, 793/93/EEC, 93/67/EEC and 1488/94/EC); Regulation (EC) No 1272/2008 (replacing 67/548/EEC). Unchanged Reference: 2000/53/EC. Accordingly, we propose that the relevant Clause be updated to refer to the above currently applicable legislation. Please confirm whether the proposed update is acceptable.	Accepted to update the regulatory references. Clause 3.1.9 shall be applied within the scope of the relevant legislation, taking account of applicable exclusions and exemptions, and read together with the specific technical requirements, including the accumulator requirements of Clause 5.5.2.2.1. No general approval of a restricted material or alternative battery technology is granted by this reply. Please see Addendum No.2, Amendment No.3.	YES
14	Technical Specifications, p.24	TECHNICAL SPECIFICATIONS 3.1.35 TABLE 3 - CLASSIFICATION OF MALFUNCTIONS 9 Auxiliary Power System Fuse of Auxiliary Power System does not work	In the design of high-speed EMUs, the auxiliary power supply system typically adopts circuit breakers and internal electronic protection within the converter to achieve overcurrent and short-circuit protection, rather than using fuses. The solution features being resettable, easy-to-maintain and improved protection coordination. Therefore, the Bidder proposes that for this Project, the proven circuit breaker and auxiliary converter internal protection functions be adopted to provide equivalent protection, instead of fuses. Please confirm whether this is acceptable.	Accepted. A functionally equivalent protection arrangement using circuit breakers and the auxiliary converter's internal electronic protection may be used instead of fuses, provided that the Bidder demonstrates equivalent or better protection coordination, selectivity, reset capability, fault isolation, safety and compliance with the applicable railway standards. Please see Addendum No.2, Amendment No.9.	YES
15	Technical Specifications, p.33	TECHNICAL SPECIFICATIONS 4.1.1 Maximum wind speed daily : 83,2km/s (in operation)	Please confirm whether the maximum wind speed specified in this clause is 83.2 km/h (in operation), which is approximately 22.2 m/s and falls into the category of a Force 10 storm (Beaufort scale).	The unit is corrected to 83.2 km/h (approximately 23.1 m/s). The proposed conversion of 22.2 m/s and the reference to Beaufort Force 10 are not confirmed. The specified design wind speed governs. Please see Addendum No.2, Amendment No.4.	YES
16	Technical	TECHNICAL SPECIFICATIONS	Since detailed line gradient parameters have not been	Confirmed for the Konya Commuter Line, subject to the following	NO

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	Specifications, p.40	4.3.2.2.1 A train set loaded with AW0 should be capable of pushing or pulling a train set with AW3 load in any lines specified in TCDD railway network in case of a malfunction or a need of evacuation.	provided, please clarify whether it is feasible to perform the calculation for the rescue of an AW3 train by an AW0 train using the maximum gradient of 8.7‰ as the basis for the calculation.	qualifications. The maximum line gradient stated in Technical Specification Clause 4.2.3.3 is 8.7‰; this value shall be used as the design basis for the AW0 rescue of an AW3 train on the Konya Commuter Line. This confirmation does not waive Clause 4.3.2.2.1. The Bidder shall demonstrate by traction/rescue calculations and the specified tests that the proposed train meets the applicable TCDD operating envelope and restrictions. The Contractor shall survey and verify the current line information in accordance with Section 16 of the Technical Specifications. The shared package contains the vertical alignment table, longitudinal profile, horizontal/vertical curve and superstructure data listed in Query No.46. The Purchaser shall maintain access for all Bidders throughout the bidding period; any access difficulty shall be reported promptly to the Purchaser. Line-data link: https://cepo.konya.bel.tr:42443/sharing/T5IWZ1p7H	
17	Technical Specifications, pp.46-47	TECHNICAL SPECIFICATIONS 4.4.5.2 When all doors of the vehicle are closed and the vehicle is in a de-energized state, an external access arrangement shall be provided to allow entry by the driver or authorized maintenance personnel. For this purpose, under a cover opened by the square key used for all vehicle covers, a mechanism shall be installed consisting of a lever enabling the opening of only one single-leaf door on one side of the vehicle and a chip-based access system. The chip-based access system shall operate using 13.56 MHz MIFARE technology. The externally operable door shall be the door closest to the driver's cab and shall be located on the right-hand side of the cab in the direction of travel. This configuration shall be valid for both directions of operation. Authorized maintenance personnel or the driver shall be able to open and close this door while the vehicle is de-energized during maintenance and cleaning operations.	The system consists of an onboard part (control host, card reader) and a ground part (server, platform software, and cards), with vehicle-to-ground communication realized via the onboard WTS. The ground platform software can remotely update card permissions and transmit them to the vehicle equipment through vehicle-to-ground communication. It needs to be confirmed: should the ground server be provided by the vehicle supplier, or is the vehicle supplier allowed to install the platform software on the Owner's existing server?	The Contractor shall provide the complete chip-based access function required by Clause 4.4.5.2, including the hardware, software and supporting facilities necessary for its proposed compliant solution. Any server or platform needed for that function shall be identified in the proposed architecture and included in the scope. Use of an existing Purchaser server may be considered during design review, subject to demonstrated compatibility, capacity, cybersecurity and licensing compliance and the Purchaser's approval; its availability shall not be assumed. The separate data-transfer and server obligations under Clause 4.4.5.1 also remain applicable. No amendment is made.	NO  
18	Technical Specifications,	TECHNICAL SPECIFICATIONS	We understand that : The VEHICLE GAUGE shown in Appendix-5 "TCDD	Annex-5 remains the published gauge reference and shall be read together with Clause 5.1.2.3 and UIC 505-1. The proposed vehicle's	NO

No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
	p.49; Annex-5 p.186	5.1.2.3 The train sets gauge shall comply with UIC 505-1 as well as the freight and construction gauges given in ANNEX-5. The train sets Width shall be minimum 2950 mm.	GAUGES" refers to the reference profile of the static vehicle gauge. The technical specification does not provide the reference profile for the dynamic vehicle gauge. For the purpose of calculating the dynamic envelope of the vehicle, it is our understanding that the calculation shall be performed in accordance with the reference profile of the kinematic gauge as defined in UIC 505-1. Please clarify whether our understanding is correct.	dynamic/kinematic envelope shall be demonstrated by calculations accounting for the applicable movements and tolerances and by verification of the infrastructure interfaces. The specified clearance from non-displaceable structures remains applicable. This reply does not reclassify the profiles shown in Annex-5 or authorise larger vehicle dimensions. See the reply to Query No.47 concerning verification of the governing profile. No amendment is made.	
19	Technical Specifications, p.49; Annex-5 p.186	TECHNICAL SPECIFICATIONS 5.1.2.3 The distance of any non-displaceable structure from the dynamic gauge (maximum area occupied by a vehicle in worst possible condition in terms of vehicle width and height) shall not be less than 100 mm.	For the purpose of verifying that the distance between the non-platform fixed infrastructure elements and the calculated vehicle dynamic envelope is no less than 100 mm, we need to confirm the minimum profile that these non-platform fixed infrastructure components are required to meet. We understand that these elements comply with the STRUCTURE GAUGE depicted in the figure "TCDD GAUGES" in Attachment-5. Please clarify whether this understanding is correct. If not, please provide the minimum profile applicable to the non-platform fixed infrastructure components.	The Structure Gauge in Annex-5 is the published reference for non-platform fixed infrastructure. Compliance shall be assessed together with the vehicle's dynamic/kinematic calculations under UIC 505-1 and the clearance requirements of Clause 5.1.2.3. The Contractor shall verify the relevant infrastructure interfaces through the Purchaser during design; the reference drawing alone is not confirmation of every as-built clearance. See also the reply to Query No.47. No revised profile or additional coordinate table is issued by this reply.	NO
20	Technical Specifications, p.50	TECHNICAL SPECIFICATIONS 5.2.1.1.1 5.2.1.1.2 5.2.1.1.1 The vehicle body shall be made of welded, corrosion resistant alloyed aluminum. This manufacturing shall also be implemented for the floor, side walls, roof, portals, and the driver cab. 5.2.1.1.2 The floor, side walls, roof and portals shall be fixed by welding. Driver cab shall be fixed on the vehicle portals at both ends of the vehicle to the extent that the vehicle and the cabin can be considered as a single unit in a stress analysis. The bidder shall indicate any different applications in its proposal.	We recommend the proven cab mask design adopted in mainstream EMU designs, i.e., the cab mask is made of FRP or other suitable composite materials, bolted to the car body, and sealed around the periphery with sealant. The above solution is adaptable to various complex shapes, easy to mold, and convenient for maintenance, which can reduce lifecycle maintenance costs. Please confirm whether this solution is acceptable. 	A bolted FRP or other suitable composite cab mask may be proposed only as a non-load-bearing exterior component. The structural cab and carbody shall remain compliant with the welded aluminium structural requirements, strength, crashworthiness, fire, sealing, durability and maintainability requirements of the Bidding Documents. The Bidder shall submit complete structural and interface evidence, and the arrangement shall be subject to the Purchaser's approval during design review.	NO

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
			 cab skeleton cab mask		
21	Technical Specifications, p.50	TECHNICAL SPECIFICATIONS 5.2.1.2.1 Aluminum panels and all steel surfaces shall be painted.	Please clarify whether the invisible mounting brackets used for connections may be left unpainted; and whether stainless steel surfaces may be left unpainted, such as stainless steel stanchions and handrails, handrails at other locations, and all other stainless steel parts.	Accepted to the extent stated in the amended clause. Stainless-steel surfaces and concealed stainless-steel mounting brackets may remain unpainted, provided that their material grade, surface finish, corrosion resistance and maintenance requirements are demonstrated and approved during design review. Aluminum panels and carbon-steel and other corrosion-susceptible steel surfaces shall be painted as stated in the amended clause. Please see Addendum No.2, Amendment No.10.	YES
22	Technical Specifications, p.76; Annex-2 p.182	TECHNICAL SPECIFICATIONS 5.2.7.10 Wheels shall have a monobloc structure and the wheel profile /rigidity shall be according to the TCDD line structure, whereas its design shall comply with the relevant EN or UIC standards. The rail profiles, track fastenings, and the sleeper type used in Konya Suburban operations are given in ANNEX-2.	We note that Appendix 2 to the tender documents does not specify the rail profile, track fastening types, and sleeper types. Please provide further information on these items.	The current Konya Commuter Line superstructure information is as follows: 36 m long, 60 E1 undrilled rails; B70 prestressed concrete sleepers; and W14 rail fastening system. The sleeper arrangements used at turnouts and the applicable turnout chainages are shown in the schematic files made available through the link below. The linked package is supplementary line information for tender and design purposes. The Contractor shall verify site/project revisions and interfaces during design in accordance with Section 16 of the Technical Specifications. The package includes turnout-layout/chainage schematics and the line-profile, alignment and superstructure files identified in Query No.46. Access arrangements are as stated in the reply to Query No.16. Line-data link: https://depo.konya.bel.tr:42443/sharing/T5IWZ1p7H	NO
23	Technical Specifications, p.81	TECHNICAL SPECIFICATIONS 5.3.2.4.5 The energy generated by the dynamic braking shall be fed back to the line, and if the line is not a receiver, it shall be dissipated through the brake resistors. In service braking, it shall be preferable to use dynamic braking (electro-dynamic motor brake) as	The AC traction system, by virtue of its inherent four-quadrant converter and transformer configuration, enables direct regenerative braking energy feedback to the grid, thus eliminating the need for onboard braking resistors. Braking resistors are typically activated only when the line is unable to accept regenerated energy, and such occurrences are relatively infrequent; therefore, braking resistors are not generally fitted on current mainstream EMUs. In the event that energy feedback is not possible, the braking system will smoothly transition to air braking and	The proposal is not accepted. The requirement that regenerated energy be dissipated through braking resistors when the line is not receptive remains applicable. Pneumatic braking may supplement the braking process as required by the blended-braking strategy, but it shall not replace the specified braking-resistor function.	NO

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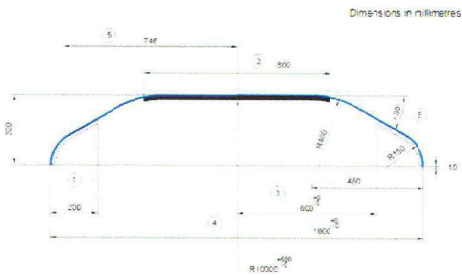
No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
		much as possible.	complete the entire braking process using air braking. The omission of braking resistors can reduce the vehicle weight by 1 to 2 tonnes, lower overall energy consumption, and also avoid the cleaning and maintenance of associated cables, modules, and ventilation devices, thereby reducing maintenance workload. In view of the above, we propose that the relevant clause be revised as follows: "If the line cannot receive the regenerated energy, the energy shall be dissipated via braking resistors, or alternatively, the braking process shall be completed by smooth transition to air braking." Please confirm whether our proposal is acceptable.		
24	Technical Specifications, pp.85-86	TECHNICAL SPECIFICATIONS 5.4.1.1 The vehicles shall have a heating, ventilation and air conditioning system to ensure passenger comfort. Design of the air conditioner and its application to passenger compartments shall comply with the conditions specified in standards EN 14750-1, EN 14750-2, EN 779:2002, EN 50155, EN 50121, EN 50126, EN 50128, EN 50153, EN 60038, IEC 61287-1, and IEC 61287-2.	EN 779:2002 has been superseded, and current mainstream EMU designs have adopted EN ISO 16890-1:2016 as the replacement. Please confirm whether this is acceptable.	Accepted. EN 779:2002 is replaced by EN ISO 16890-1:2016, or its latest applicable version, for air-filter classification. The HVAC reference is also aligned with EN 14750:2024, or its latest applicable version, which replaces EN 14750-1 and EN 14750-2. The specified climatic, loading, comfort and noise requirements remain applicable. Please see Addendum No.2, Amendment No.5.	YES
25	Technical Specifications, p.85	TECHNICAL SPECIFICATIONS 5.4.1.4 The coefficient of performance (COP) and the energy efficiency ratio (EER) of the HVAC units to be mounted on the proposed vehicle shall be higher than 1.6.	The document requires that, under an ambient temperature of -10 °C, the interior temperature of the vehicle be maintained between +15 °C and +17 °C. The air-conditioning unit provides heating through two methods: heat pump and electric heating. In heat-pump mode, the outdoor heat exchanger absorbs heat from the air, which is transferred via refrigerant to the indoor heat exchanger to warm the passenger compartment. However, this method is significantly affected by the ambient temperature: when the outside temperature is higher, the coefficient of performance (COP) is relatively high; when the temperature falls below 0 °C, compressor losses increase, the COP decreases notably, and the outdoor heat exchanger is prone to frosting, which is unfavourable for heat-pump operation. In electric-heating mode, electrical energy is directly converted into heat, which is not affected by ambient temperature, but the COP is less than 1. Therefore, it is recommended that for heating, different COP requirements be set for different ambient	The proposal is not accepted. The specified COP and EER requirement remains applicable and shall be demonstrated under the rating and test conditions of the applicable HVAC standards. The use of auxiliary resistance heating at low ambient temperature does not waive the performance requirement for the HVAC unit or the specified passenger-compartment temperatures.	NO

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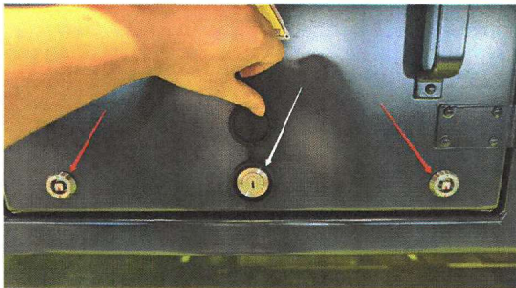
No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required				
			temperatures: when the outside temperature is above 0 °C, COP > 1.6; when the outside temperature is between -10 °C and 0 °C, COP < 1.						
26	Technical Specifications, p.85	TECHNICAL SPECIFICAT IONS 5.4.1.5 The system shall be highly efficient, low-noise, and maintenance friendly and it shall be possible to adapt it various operating conditions. The noise level inside the cabin shall not exceed 65 dBA. Noise levels measured in a parked vehicle with active HVAC units at a height of 1.6 m from the floor anywhere within the vehicle shall not exceed the following values: When heating functions normally: 60 dBA When heating functions at maximum: 63 dBA When cooling functions normally: 63 dBA When cooling functions at maximum: 65 dBA	The main sources of noise from the air-conditioning unit are the supply fan, compressor, and condenser fan. According to EN 14750-1, under the condition of full seating and a standing passenger density of 2 persons/m², the noise generated solely by the air-conditioning equipment shall not exceed 66 dBA. <table border="1"><thead><tr><th>Category A</th><th>Category B</th></tr></thead><tbody><tr><td>63 dB(A)</td><td>66 dB(A)</td></tr></tbody></table> The passenger load required for this project is AW3 (full seating + standing passengers at 6 persons/m²), which is higher than 2 persons/m². This increases the required fresh air volume and passenger heat gain; combined with the high ambient temperature, it leads to an increase in the required cooling (or heating) capacity and air supply volume, higher pressure heads for the supply fan and condenser fan, and greater compressor capacity, all of which result in a significant rise in ncise generation. Therefore, based on standard EN 14750-1, the noise level shall not exceed 66 dBA under all operating conditions except at maximum cooling, where it shall not exceed 68 dBA, as shown below: The system shall be highly efficient, low-noise, and maintenance friendly and it shall be possible to adapt it various operating conditions. The noise level inside the cabin shall not exceed 68 dBA. Noise levels measured in a parked vehicle with active HVAC units at a height of 1.6 m from the floor anywhere within the vehicle shall not exceed the following values: When heating functions normally: 66 dBA When heating functions at maximum: 66 dBA When cooling functions normally: 66 dBA When cooling functions at maximum: 68 dBA	Category A	Category B	63 dB(A)	66 dB(A)	The proposal is not accepted. The noise limits stated in Technical Specification Clause 5.4.1.5 remain applicable, including the maximum value of 65 dBA. The Bidder shall size and design the HVAC system to satisfy the specified AW3, climatic, comfort and noise requirements simultaneously.	NO
Category A	Category B								
63 dB(A)	66 dB(A)								
27	Technical Specifications, p.86	TECHNICAL SPECIFICATIONS 5.4.1.7 The capacity of the HVAC system shall be determined by considering the number of passengers in the	EN14752 is about the Bodyside entrance systems for rolling stock. Please clarify whether the requirements for calculating the fresh air volume shall comply with EN14750.	Confirmed. The reference to EN 14752 is a clerical error. Fresh-air calculations shall comply with EN 14750:2024, or its latest applicable version, which replaces EN 14750-1 and EN 14750-2. The specified AW3 load and other HVAC performance requirements remain applicable. Please see Addendum No.2, Amendment No.6.	YES				

No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required																																																																																																																														
		case of overloading. The "amount of fresh air" to be supplied under AW3 load for cooling, heating and ventilation shall be calculated according to EN14752.																																																																																																																																	
28	Technical Specifications, p.87	TECHNICAL SPECIFICATIONS 5.4.2.4 The air conditioner of the driver cab shall designed in such a way that it has the capacity to keep the interior temperature of the control cab between + 15°C and 17°C when the outside temperature is - 10 °C, and at + 26 °C maximum when the outside temperature is + 45 °C.	According to the ASHRAE-climate change design information manual, the maximum temperature in the Konya region of Turkey is 33.8°C. <table><tr><th rowspan="2">Station</th><th rowspan="2">Lat</th><th rowspan="2">Long</th><th rowspan="2">Elev</th><th colspan="2">Heating DB</th><th colspan="4">Cooling DB/ASHRAE</th></tr><tr><th>99.6%</th><th>95%</th><th>DB/ASHRAE</th><th>DB/ASHRAE</th><th>WB</th><th>WB</th></tr><tr><td colspan="10">Turkey</td></tr><tr><td>GAZIANTEP</td><td>37.04N</td><td>37.37E</td><td>701</td><td>-4.8</td><td>-3.0</td><td>36.7</td><td>22.2</td><td>17.1</td><td>24.4</td><td>35.9</td><td>21.0</td></tr><tr><td>ISTANBUL/ATA TURK</td><td>40.97N</td><td>29.82E</td><td>37</td><td>-2.9</td><td>-1.0</td><td>31.1</td><td>21.4</td><td>16.0</td><td>21.1</td><td>28.9</td><td>20.9</td></tr><tr><td>IZMIR/A. MENEMEN</td><td>38.27N</td><td>27.13E</td><td>120</td><td>-2.8</td><td>-1.1</td><td>37.0</td><td>20.9</td><td>15.5</td><td>20.1</td><td>34.2</td><td>20.1</td></tr><tr><td>IZMIR/CELEI</td><td>38.51N</td><td>27.02E</td><td>5</td><td>-1.8</td><td>-0.2</td><td>36.2</td><td>21.9</td><td>14.9</td><td>21.6</td><td>33.8</td><td>21.2</td></tr><tr><td>KAYSERIK/ALFET</td><td>38.82N</td><td>35.43E</td><td>1000</td><td>-16.0</td><td>-12.4</td><td>33.8</td><td>17.8</td><td>12.0</td><td>17.7</td><td>30.2</td><td>16.7</td></tr><tr><td>KONYA</td><td>37.97N</td><td>32.54E</td><td>1000</td><td>-23.0</td><td>-10.1</td><td>33.8</td><td>17.1</td><td>12.1</td><td>16.9</td><td>30.4</td><td>16.4</td></tr><tr><td>MAKATYAR/ELAC</td><td>38.43N</td><td>34.08E</td><td>640</td><td>-11.5</td><td>-8.7</td><td>32.2</td><td>19.8</td><td>16.0</td><td>19.1</td><td>34.8</td><td>19.0</td></tr></table> EN 14750-1 specifies an external ambient temperature of 35°C for Climatic Zone II, which is close to the actual conditions in the Konya region. Therefore, it is proposed that Zone II conditions be selected as the summer design environment for all air-conditioning units. Table E.2 — Definition of climatic zones – Summer <table><tr><th>Zone (summer)</th><th>Maximum exterior temperatures °C</th><th>Relative humidity %</th><th>Equivalent solar load (E_s) W/m²</th></tr><tr><td>I</td><td>+ 40</td><td>40</td><td>800</td></tr><tr><td>II</td><td>+ 35</td><td>50</td><td>700</td></tr><tr><td>III</td><td>+ 28</td><td>45</td><td>600</td></tr></table> If the air-conditioning system is designed for the contract-specified ambient condition of 45°C, the cooling capacity will be excessively large. This will cause the unit to switch frequently between cooling and ventilation modes, which is detrimental to interior comfort. In addition, the noise, weight, and volume of the unit will be increased, while the energy efficiency ratio will be decreased. It is proposed to use Zone II conditions as the external ambient design basis for the summer air-conditioning system.	Station	Lat	Long	Elev	Heating DB		Cooling DB/ASHRAE				99.6%	95%	DB/ASHRAE	DB/ASHRAE	WB	WB	Turkey										GAZIANTEP	37.04N	37.37E	701	-4.8	-3.0	36.7	22.2	17.1	24.4	35.9	21.0	ISTANBUL/ATA TURK	40.97N	29.82E	37	-2.9	-1.0	31.1	21.4	16.0	21.1	28.9	20.9	IZMIR/A. MENEMEN	38.27N	27.13E	120	-2.8	-1.1	37.0	20.9	15.5	20.1	34.2	20.1	IZMIR/CELEI	38.51N	27.02E	5	-1.8	-0.2	36.2	21.9	14.9	21.6	33.8	21.2	KAYSERIK/ALFET	38.82N	35.43E	1000	-16.0	-12.4	33.8	17.8	12.0	17.7	30.2	16.7	KONYA	37.97N	32.54E	1000	-23.0	-10.1	33.8	17.1	12.1	16.9	30.4	16.4	MAKATYAR/ELAC	38.43N	34.08E	640	-11.5	-8.7	32.2	19.8	16.0	19.1	34.8	19.0	Zone (summer)	Maximum exterior temperatures °C	Relative humidity %	Equivalent solar load (E _s) W/m ²	I	+ 40	40	800	II	+ 35	50	700	III	+ 28	45	600	The proposal is not accepted. The outside design temperature of +45 degrees C and the maximum driver-cab interior temperature of +26 degrees C remain mandatory. Compliance with a lower climatic-zone design condition alone will not be accepted.	NO
Station	Lat	Long	Elev					Heating DB		Cooling DB/ASHRAE																																																																																																																									
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III	+ 28	45	600																																																																																																																																
29	Technical Specifications, p.88	TECHNICAL SPECIFICATIONS 5.5.1.2.1 Each multiple unit shall be equipped with at least two (2) single-arm pantographs with a minimum contact strip width of 1600 mm.	In EN 50367, for the standardized pantograph, 1,600 mm refers to the length between the pantograph heads, as shown in the figure below. Please confirm whether 1,600 mm is the length of the pantograph head rather than the width of the contact surface.	Confirmed. The 1,600 mm value refers to the nominal collector-head width in accordance with EN 50367, not the width of the carbon contact surface. Please see Addendum No.2, Amendment No.7.	YES																																																																																																																														

Shah C. Elmaghrabi

No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
			EN 50367:2020 (E) A.2 Profiles for interoperable pantograph head A.2.1 Pantograph head with length of 1 600 mm  Dimensions in millimetres Not to scale Key 1 projected length of end horn made of insulating material = 200 mm 2 minimum length of the contact strip = 500 mm 3 half-working zone (equivalent to conducting range) of pantograph head = 600 mm 4 pantograph head length = 1600 mm 5 point of severance = 746 mm 6 angle B		
30	Technical Specifications, p.89	TECHNICAL SPECIFICATIONS 5.5.1.3.4 2.Doors that cover the places where low- and high-voltage equipments that can be accessed only by maintenance personnel: If these doors are relied on as a means of preventing unintentional accidental contact and unauthorized access to hazardous parts, an instrument shall be required to open such doors. A door switch exempted from the earthing switch shall need to be used in order to open doors that conserve high-voltage equipment.	In EMU interlocking systems, the interlocking key of the earthing switch is typically used as a key component of the mechanical interlocking, i.e., the key can only be obtained after earthing, and then used to open the high-voltage cabinet door (as indicated by the white arrow in the figure below). However, clause 5.5.1.3.4 requires that "when opening the doors protecting high-voltage equipment, a door switch independent of the earthing switch shall be used." This conflicts with the interlocking requirement in clause 5.5.1.3.1. Please clarify the specific meaning of "When opening the door that protects the high-voltage equipment, a door switch that is not connected to the grounding switch shall be used."	The cited wording is corrected for safety and clarity. Access to high-voltage compartments shall be controlled by a positive key/interlocking arrangement that prevents access until the high-voltage system is isolated, discharged and earthed, and prevents re-energisation while access is possible. Please see Addendum No.2, Amendment No.8.	YES

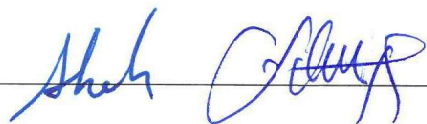
Shah Ali

No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
					
31	Technical Specifications, pp.89 and 101	TECHNICAL SPECIFICATIONS 5.5.1.4.2 5.6.1.2.2 The train shall automatically detect the neutral zones on the line and ensure that the main circuit breaker is automatically switched on and off before entering and after leaving these zones. The train shall pass smoothly through these neutral regions, the coordinates of which will be given by the Administration. The breaker of the train will automatically be switched on and off without any intervention from the driver while entering and exiting catenary neutral zones by means of ERTMS/ETCS Level 1 and Level 2 systems. This automatic switch on and off of the train breaker shall be controlled by the onboard system.	The document clearly specifies the use of ERTMS/ETCS Level 1 and Level 2 systems for passing through neutral sections. Please clarify whether manual phase crossing is used when the vehicle passes through sections without ERTMS/ETCS lines, or whether the automatic phase crossing device passes through the phase separation area.	The automatic neutral-section detection and main-circuit-breaker control functions required by Clauses 5.5.1.4.2 and 5.6.1.2.2 remain applicable. The proposed arrangement shall provide the required automatic operation, including where an ETCS command is unavailable; manual operation alone is not accepted as the normal operating method. The detection/trigger method, operating sequence and associated interfaces shall be demonstrated and coordinated with the railway authorities through the Purchaser during design. Preliminary line information is provided in the shared line-data package and remains subject to project/interface verification; it is not a final chainage or trigger-layout approval. For access arrangements, see the reply to Query No.16. Detailed line files: https://depo.konya.bel.tr:42443/sharing/T5IWZ1p7H	NO
32	Technical Specifications, p.90	TECHNICAL SPECIFICATIONS 5.5.1.5.3 The transformer shall be protected with safety circuits against oil reduction, over temperature and excessive gas pressure. The transformer shall be equipped with a sight glass indicating the oil level and temperature and humidity	For the traction transformer, a breather equipped with moisture-absorbing desiccant is provided to prevent moisture from entering the transformer. The desiccant has a color-changing indication function, whereby its color changes according to its moisture absorption/saturation condition. Therefore, the humidity/moisture condition can be visually identified through inspection of the desiccant color, providing a clear indication for maintenance personnel to determine whether the desiccant needs to be replaced or	A colour-changing desiccant may be accepted as the visual humidity/moisture indication, provided that it gives a clear, reliable and maintainable indication over the full operating range and that the complete transformer protection arrangement complies with the specified standards. Acceptance is subject to submission and approval of the detailed design during design review. <i>Shah</i>	NO

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		indicators.	regenerated. Based on the above, our proposed design provides an equivalent visual humidity/moisture indication function through the color-changing desiccant, without an additional independent humidity indicator. Please confirm that the above arrangement is acceptable and considered compliant with the requirement for the transformer humidity indicator.		
33	Technical Specifications, p.90	TECHNICAL SPECIFICATIONS 5.5.1.6.1 Each multiple unit shall be equipped with four (4) zone-controlled traction converters and inverter groups, arranged so as to ensure safe feeding of the traction motors and continued operation in case of failure of one group. Inverter and four zone controlled converter groups shall be designed in a modular type and easily accessible.	(1) Does the term "four (4) zone-controlled" refer to four-quadrant control? (2) Does "failure of one group" refer to the failure of one converter cabinet?	(1) Yes. The expression 'four-zone-controlled' refers to four-quadrant converter operation. (2) 'Failure of one group' means failure of one independently isolatable traction converter/inverter group; it is not automatically identical to failure of a whole cabinet where a cabinet contains more than one group. The Bidder shall identify the number and arrangement of converter/inverter groups, the cabinet configuration, isolation boundaries and common-mode failures, and demonstrate the safe degraded operation, continued traction and redundancy required by the Technical Specifications. This clarification does not waive any specified equipment or redundancy requirement.	NO
34	Technical Specifications, p.91	TECHNICAL SPECIFICATIONS 5.5.1.7.2 The lowest power factor shall be 0.98, no more than 1. If the power from the Catenary is greater than 60% of the rated power, then the power factor in the main converter system will be 0.99.	When the wheel-rim power is too low, the excitation current of the three-phase asynchronous motor becomes dominant, resulting in a low power factor (inductive). In accordance with EN 50388, Section 6.2.3 sets the threshold for the wheel-rim power at which the low power factor applies at 15% of the maximum wheel-rim power. Accordingly, we understand that this clause shall be interpreted as follows: When the wheel-rim power is above 15% of the maximum wheel-rim power, the minimum power factor shall be 0.98 and shall not exceed 1. If the power drawn from the catenary is greater than 60% of the rated power, the power factor of the main converter system shall be 0.99. Please confirm whether our understanding is correct.	Clause 5.5.1.7.2 shall be read together with the applicable EN 50388 requirements. The Bidder shall substantiate compliance through the relevant operating conditions and power-factor calculations. The proposed threshold is not given unconditional acceptance by this reply; the applicable measurement basis and operating range shall be demonstrated during design review without waiving the specified power-factor requirements. No amendment is made.	NO
35	Technical Specifications, p.94	TECHNICAL SPECIFICATIONS 5.5.2.1.1 The auxiliary power system shall transform the input power into the following voltages by means of the third winding(s) of the main transformer.	In modern mainstream EMU design, the auxiliary power supply system is usually powered from the intermediate DC link of the traction converter, rather than directly from the transformer tertiary winding. This solution allows the DC-link capacitor to provide energy buffering, providing the auxiliary power supply system with better voltage stability during catenary voltage fluctuations or momentary power interruptions, reducing transformer structural complexity and weight. Therefore, we propose to adopt this improved solution,	The proposal is not accepted. The auxiliary power system shall be supplied by means of the third winding(s) of the main transformer as required by Technical Specification Clause 5.5.2.1.1.	NO



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			i.e., not to install an auxiliary winding in the main transformer, but instead to supply the auxiliary power supply system from the intermediate DC link of the traction converter. Please confirm whether this is acceptable.		
36	Technical Specifications, p.94	TECHNICAL SPECIFICATIONS 5.5.2.1.1 3) The auxiliary power system shall be equipped with a Dead battery Starter and shall be activated by external supply. The activated dead battery starter shall activate the auxiliary power system.	The technical specification requires that, in the event of a complete discharge of the battery, the dead battery starter shall be activated by an external power source and the auxiliary power supply system shall be started. Please confirm whether the external power supply is required to directly start the entire auxiliary power supply system (the 3AC/400V external power supply will replace the 3AC/400V output from the auxiliary inverter; since the auxiliary inverter will not be activated, strictly speaking, it does not fully replace the entire auxiliary power supply system, although it can provide an output of the same power supply configuration as the auxiliary power supply system). In conventional EMU design, the external power supply is typically used to charge the onboard battery in order to restore the control power supply, rather than to directly activate the entire auxiliary power supply system. It is proposed that the external power supply be used to charge the battery via the onboard battery charger, thereby restoring the vehicle system functions. Please confirm whether this is acceptable.	The proposed battery-charging arrangement is not accepted as a replacement for the required function. The external supply and dead-battery starter shall restore control power and enable activation of the auxiliary power system as specified. Battery charging may form part of the sequence, but the Bidder shall demonstrate the complete dead-battery-start function and the required auxiliary-system availability.	NO
37	Technical Specifications, p.95	TECHNICAL SPECIFICATIONS 5.5.2.1.7 Each vehicle shall have earthed sockets of the 230 VAC - 50 Hz / 16 A line. The number and locations of these sockets shall be agreed jointly with the Administration.	Please confirm whether this socket is intended for use by on-board maintenance/cleaning equipment.	Confirmed. The 230 VAC, 50 Hz, 16 A earthed sockets are intended for authorised onboard maintenance and cleaning equipment. Their number, locations, protection and labelling shall be agreed with the Purchaser during design review.	NO
38	Technical Specifications, pp.96-97	TECHNICAL SPECIFICATIONS 5.5.2.2.9 Accumulators shall be able to be charged from external sources of 220 VAC-50 Hz. or 3x400 VAC-50 Hz when necessary. A plug-and-socket system suitable for this purpose shall be used.	Please clarify the specific requirements for the external charging interface of the battery: The specification states that the battery can be charged from an external power supply of either 220 VAC-50 Hz or 3x400 VAC-50 Hz. Please confirm whether the vehicle is required to be compatible with both power supply types simultaneously, and whether the Owner is expected to provide corresponding ground power supply equipment (ground chargers) on site for both supply configurations. Please confirm the standard type of plug/socket for the external charging interface and its installation location.	The vehicle shall include the complete onboard external-charging interface, plug-and-socket arrangement and charging cables. Clause 5.5.2.2.9 permits charging from 220 VAC, 50 Hz or 3 x 400 VAC, 50 Hz; the final configuration, connector standard and installation locations shall be proposed by the Supplier and approved during design review. The Bidder shall not assume that Purchaser-supplied, bidder-specific ground chargers will be available; any special ground equipment required by the proposed solution shall be clearly identified and priced.	NO



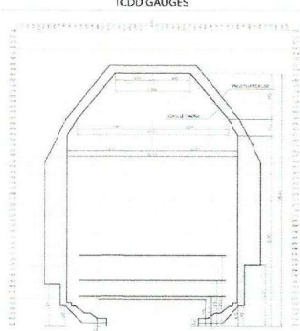
No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
39	Technical Specifications, p.96	TECHNICAL SPECIFICATIONS 5.5.2.2.12 It shall be guaranteed that emergency lighting will last 3 hours and provide at least 5-lux lighting at floor level. In the event of a fire, the emergency lighting system will be able to maintain that at least 50% of the emergency lighting in vehicles is not affected by fire for at least 20 minutes. This requirement will be deemed to have been fulfilled by a satisfactory failure mode analysis. Values and test methods for specific areas are described in EN 13272 and shall be observed. Therefore, this aspect shall be taken into account while calculating the accumulator capacity.	The technical specification only specifies that the emergency lighting shall operate continuously for 3 hours and that the door operation time is 10 minutes. However, for other emergency loads (such as ATS/ETCS, train control and monitoring system, radio/GSM-R, brake control, fire alarm system, etc.), the battery power supply duration is not specified. Since the battery capacity calculation shall be based on the power and the supply duration of each load, please specify the required operating duration under battery power for each emergency load.	Accumulator capacity shall be determined in accordance with Clause 5.5.2.2 and the Accumulator (Battery) Capacity Test, taking account of the applicable standards and all specified loads. The 3-hour design guarantee at a minimum of 5 lux applies to emergency lighting. In the capacity test, batteries charged to 80% shall supply the emergency lighting loads for at least 1.5 hours at a minimum of 5 lux, including 5 minutes of full lighting. The stated 10-minute requirement for door mechanisms and controls and 30-minute requirement for emergency fans remain applicable. For the other loads, the Bidder shall substantiate the required supply durations and duty cycles under the relevant standards and operating and safety requirements in the accumulator sizing calculation submitted for the Purchaser's approval. This reply does not assign the emergency-lighting test duration to every other emergency load or introduce a new common duration. No amendment is made.	NO
40	Technical Specifications, p.97	TECHNICAL SPECIFICATIONS 5.5.3.1.3 In order to provide the battery charge of stranded vehicles, facilities such as supply sockets, extension cables etc. which provide the possibility of charging from vehicle to vehicle shall be provided.	In modern mainstream EMU design, there is no application scenario for inter-vehicle mutual power supply. The battery is normally charged either from an external power supply at the depot, or by the onboard battery charger after the catenary power supply is restored. We propose to use the vehicle's external power supply interface for battery charging, rather than adopting an inter-vehicle charging function.	The proposal is not accepted. The vehicle-to-vehicle battery-charging facilities required by Technical Specification Clause 5.5.3.1.3, including the necessary sockets and extension cables, shall be provided.	NO
41	Technical Specifications, p.97	TECHNICAL SPECIFICATIONS 5.5.3.1.4 Each vehicle equipped with earthed sockets complying with the 220 V AC/15 A. CEE 7 standard. The locations and number of these shall be determined by the contractor in accordance with the standards and shall be explained in detail at TGG meetings.	Please clarify the intended use of this external power socket.	The 220 VAC external socket is intended for authorised maintenance, inspection, cleaning and service tools. Its location, number, protection, interlocking and labelling shall be finalised during design review.	NO
42	Technical	TECHNICAL SPECIFICATIONS	In order to better adapt the signal system installed by	The current preliminary line information identifies Savronik for ATS and	NO

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No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
	Specifications, p.101	5.6.1.2.1 The components of the ERTMS/ETCS and ATS systems to be used in vehicles shall be supplied and installed by the contractor. This system shall be suitable for the signaling and support systems which have been caused by the Turkish State Railways (TCDD) to be installed on the Konya railway line.	TCDD on the Konya railway line, please provide information on the suppliers of the ground signaling systems (ERTMS/ETCS and ATS) on this line.	Siemens for ERTMS/ETCS. These particulars describe the ground-side project status and remain subject to interface confirmation through the Purchaser and the railway authorities. The Contractor shall demonstrate compatibility with the actual ground-side system during design coordination. The onboard requirements in Clauses 5.6.1.2.1 and 5.6.1.2.2, including the specified baseline and compatibility provisions, remain unchanged. This reply does not establish a different onboard baseline or a final ground-side design.	
43	Technical Specifications, p.103	TECHNICAL SPECIFICATIONS 5.6.3.2.1 Intra-train communication shall be regulated by a voice and data radio system supporting the following: Voice communication combinations among the train driver, the OCC (Operation Control Center), and passengers; Voice and video information; Instant information and messages can be sent to the screens from the OCC room. Communication between the TCMS and the subsystem	Radio communication is typically used for communication between the vehicle and the ground system. In mainstream EMU design, Ethernet or MVB is adopted for communication between the TCMS and each onboard subsystem. Please confirm whether the use of Ethernet or MVB for communication between the TCMS and the relevant subsystems is acceptable.	Confirmed. subject to compliance. Railway-qualified Ethernet and/or MVB may be used for communication between the TCMS and onboard subsystems, provided that all functional, redundancy, cybersecurity, diagnostic, environmental and interoperability requirements are met. The radio requirement applies to the relevant train-to-ground voice/data communication functions.	NO
44	Technical Specifications, p.105	TECHNICAL SPECIFICATIONS 5.6.3.3.6 The passenger information system designed for the train will be integrated with the existing visual information system for the passengers in stations. The passenger information system installed for the stations receives the train's position on the line via RF / GPS and informs the passenger about the arrival time of the train. The Contractor shall comply with the technical requirements of the system and, where necessary, information on the stations shall be provided from	To ensure the accuracy and completeness of the tender documents, could the Owner please provide the supplier of the Passenger Information System installed at this station?	The station Passenger Information System supplier and detailed interface information are subject to confirmation through the Purchaser and the railway authorities. The Bidder shall provide for the integration required by Clause 5.6.3.3.6, including the necessary interfaces and coordination. The protocol, message formats and detailed implementation shall be addressed during design review on the basis of the confirmed station-system information. No particular supplier or protocol is prescribed by this reply, and the contractual integration obligation remains unchanged.	NO



No.	Bidding Document / Page	Reference Clause	Query or Clarification Requested by Prospective Bidders	Reply of the Employer	Amendment Required
		TCDD at the design stage.			
45	Technical Specifications, pp.78 and 112	TECHNICAL SPECIFICATIONS 5.6.5 5.6.5.4 The following accessories shall be available in multiple units and be delivered to the Administration along with every multiple unit free of charge under this contract: An adapter enabling the EMUs to be drawn with traction draw hooks (adapter fittings) in order to ensure that the line is not blocked due to any failure of the proposed multiple units.	Regarding the detailed requirements for the adapter, we would like to ask whether the following four points are correct. If there are any differences or additional requirements, please provide the relevant information: The adapter complies with EN 15020. In addition to being compatible with the Type 10 coupler, the other end of the adapter only needs to be compatible with a chain coupler conforming to EN 15566. Both the adapter and the towing hook mentioned in the contract are fully implemented in accordance with the relevant standards, with no special modifications. Does the adapter required by this clause reasonably refer to the "3 sets of traction equipment" that is stipulated in 5.2.9.3?	The adapter shall be compatible with the proposed automatic coupler and the applicable TCDD rescue/towing interface. EN 15020 and EN 15566, or their latest applicable versions, shall be applied where relevant; compliance with those standards alone does not establish complete interface compatibility or confirm that no interface adaptation is needed. The relevant rescue-locomotive data shall be verified with TCDD Taşımacılık A.Ş. through the Purchaser, with drawings, tolerances and compatibility evidence submitted during design review. Clauses 5.2.9.8 and 5.6.5.4 refer to the same rescue/towing adapter equipment. Four (4) complete adapter sets shall be supplied in total, one allocated to each of the four (4) EMU trainsets. All four sets shall be delivered with the first train, including the fittings needed for a complete compatible rescue/towing connection. Their cost shall be included in the Train Set prices without duplicate pricing. Please see Addendum No.2, Amendment No.22.	YES
46	Technical Specifications, Annex-1/2, pp.181-182	TECHNICAL SPECIFICATIONS 16 Annex -1: General view and plans of the courses Annex -2: Plans of track lines, detailed information about track line	The line information provided includes length, stations, bridges, culverts, and underpasses, but detailed gradient data has not been found. Such gradient data is essential for traction design simulation; therefore, line information with gradient data is required for subsequent simulation work. We would appreciate it if the Owner provide the relevant gradient data.	Detailed current line profile and superstructure information, including the vertical alignment table and the data currently used for elevations and horizontal/vertical curves, is available through the link below. The package includes Konyaray_Dusey_Apl_Tablosu_Hat-4.xlsm, Konyaray_Hat-4_Ustyapi_02092026.xml, Konyaray_Surekli_Profil_Ustyapi_Hat-4.bak, Konyaray_Surekli_Profil_Ustyapi_Hat-4.dwg and KONYARAY_USTYAPI-02092026.alg. Project-to-site changes may occur. For bidding, the Bidder shall use the maximum gradient of 8.7% specified in Clause 4.2.3.3 together with the linked data. The Contractor shall survey and verify the information under Section 16 and update the traction, braking and energy analyses during design. :For access arrangements, see the reply to Query No.16. Detailed line files: https://depo.konya.bel.tr:42443/sharing/T5IWZ1c7H	NO
47	Technical Specifications, Annex-5, p.186	TECHNICAL SPECIFICATIONS 16 Annex -5: Load and Structure Gauges (Clearance Heights) Vehicle gauge : Height:4280mm/ width:3150mm	1. The table in Appendix-5 describes three types of gauges: Structure Gauge, Vehicle Gauge, and Loading Gauge. However, the figure "TCDD GAUGES" only shows the Structure Gauge and the Vehicle Gauge, with no indication of the Loading Gauge. Please confirm whether the Loading Gauge is missing. 2. In the table description of Appendix-5, the height of the Vehicle Gauge is given as 4,280 mm, whereas in the figure "TCDD GAUGES", the height of the Vehicle Gauge is marked as 4,650 mm. Please confirm whether there is an error in either the figure or the table. 3. In the figure "TCDD GAUGES", the profile points of the Vehicle Gauge lack width dimensions for heights	Annex-5 shall be read together with Clause 5.1.2.3 and the applicable UIC 505-1 requirements. This reply does not reclassify the profiles shown in the published drawing or establish that one of the differing vehicle-gauge height indications overrides the other. The relationship between the tabulated dimensions, the labelled profiles and any missing critical coordinates requires verification with TCDD through the Purchaser. The proposed vehicle envelope shall be substantiated by vehicle-specific dynamic/kinematic calculations and infrastructure-interface verification. No additional coordinate drawing or revised gauge is issued by this reply, and no enlargement of the permitted vehicle envelope is authorised. Any resulting change to the published requirements shall be communicated by formal addendum. No amendment is made by this reply.	NO

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		TCCD GAUGES 	≤ 430 mm; and the profile points of the Structure Gauge lack height dimensions above 1,120 mm as well as the associated width dimensions. Please provide complete dimension markings.		
48	Technical Specifications, p.38	TECHNICAL SPECIFICATIONS 4.3.2.1.12 Alarm panel shall display the car generating the alarm and shall indicate whether the alarm is related to the passenger compartment or the components under the compartment, and shall show whether any fire extinguisher is removed from its housing. For the aspect of how to activate the alarms, suitable systems tested under the responsibility of the company in the similar rational train sets shall be based on. Alarm panel shall display the car generating the alarm and shall indicate whether the alarm is related to the passenger compartment or the components under the compartment.	The alarm panel displays the vehicle where the fire occurred and the location of the alarm detector, enabling precise identification of the fire location to facilitate rapid fault recognition and troubleshooting. Therefore, it is proposed to make the following changes: "Alarm panel shall indicate the car in which the fire alarm is generated and the location of the specific fire detector that has triggered the alarm, and HMI shall show whether any fire extinguisher is removed from its housing."	The proposed functional clarification is acceptable provided that no existing requirement is omitted. The HMI/alarm panel shall identify the affected vehicle, the exact detector or alarm location, whether the alarm concerns the passenger compartment or underfloor/other equipment, and whether any fire extinguisher has been removed from its housing. The detailed alarm philosophy shall be approved during design review.	NO
49	Technical Specifications, p.68	TECHNICAL SPECIFICATIONS 5.2.5.6.6 When the passenger doors of the vehicle are opened, the interior lighting system shall provide a lighting level of at least 100 lux in a 1.5 meter area extending between the vehicle and the platform. The interior lighting system shall	The technical specification clearly stipulates that the vehicle electrical lighting shall comply with EN 13272. According to this standard, the entrance area of the vehicle shall be provided with a minimum illuminance of 75 lux. The vehicle interior lighting system is primarily designed for illumination within the vehicle, and its lighting coverage does not extend to the 1.5 m zone between the vehicle exterior and the platform. It is difficult to guarantee a 100 lux illuminance requirement in that external area through the interior lighting system	The proposed reduction is not accepted. The specified 100-lux requirement for the 1.5 m doorway/platform interface area remains applicable. Dedicated doorway, threshold or step lighting may be used in addition to the interior lighting system to achieve the requirement, while the interior and emergency lighting shall also comply with EN 13272.	NO

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		include normal and emergency lighting luminaries.	alone. In view of this, we propose that the vehicle interior lighting be implemented in accordance with EN 13272, i.e., the interior lighting system shall provide at least 75 lux at the door area of the vehicle. Please confirm whether this is acceptable.		
50	SCC, p.129	Section IX. Special Conditions of Contract GCC 27.1 The maximum amount of liquidated damages shall be: 10 % of Contract Price	We understand that this clause means that the total amount of all liquidated damages and penalties payable by the Supplier under this Contract shall not exceed 10% of the Contract Price. Please confirm whether our understanding is correct.	The understanding is not confirmed. The maximum specified in SCC GCC 27.1 applies to delay liquidated damages under GCC 27. Other remedies and liabilities shall be assessed under their respective contractual provisions, including GCC 30.1 and its stated exceptions. This reply neither creates a single 10% cap for all liabilities nor removes an applicable contractual limitation of liability. No amendment is made.	NO
51	GCC, p.106	Section VIII. General Conditions of Contract 26.5 The Purchaser may require the Supplier to carry out any test and/or inspection not required by the Contract but deemed necessary to verify that the characteristics and performance of the Goods comply with the technical specifications codes and standards under the Contract, provided that the Supplier's reasonable costs and expenses incurred in the carrying out of such test and/or inspection shall be added to the Contract Price. Further, if such test and/or inspection impedes the progress of manufacturing and/or the Supplier's performance of its other obligations under the Contract, due allowance will be made in respect of the Delivery Dates and Completion Dates and the other obligations so affected.	We understand that the scope and price of the Supplier's testing and inspection shall be based on the testing and inspection requirements expressly stipulated in the Technical Specification of the Contract. If the Owner subsequently require any additional tests and/or inspections beyond those already specified, the corresponding schedule and costs shall be negotiated with the Bidder, and the contract price and schedule shall be increased accordingly in accordance with this clause. If our understanding above is incorrect, please specify any other particular testing and inspection items that need to be taken into account at the bidding stage, so that the Bidder can accurately prepare the bid documents and calculate the quotation. Please confirm whether our understanding is correct.	Confirmed with qualification. Tests and inspections expressly required by the Contract are included in the Supplier's obligations and price. If the Purchaser requires an additional test or inspection not required by the Contract, GCC 26.5 applies: the Supplier's reasonable substantiated costs and expenses shall be added to the Contract Price and due allowance shall be made for affected delivery/completion dates and obligations. Any adjustment shall be determined under the Contract; it is not automatic or unqualified.	NO
52	SCC, p.125	Section IX. Special Conditions of Contract	We note that the relevant clause in the SCC concerning interest on overdue payments is stated as "Not Applicable".	The proposal is not accepted. SCC GCC 16.5 remains 'Not Applicable'; no interest on overdue payments shall apply.	NO

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		GCC 16.5 Not Applicable.	In order to maintain a reasonable and balanced payment mechanism under the Contract, we propose that this "Not Applicable" provision be deleted and that the relevant clause on interest for late payments in the GCC be applied instead. The specific overdue payment interest rate to be applied may be further specified in the SCC. Please confirm whether our above proposal is acceptable.		
53	SCC, p.130	Section IX. Special Conditions of Contract GCC 28.6 c) c) In the case of a major malfunction, the supplier shall respond to the failures within maximum 1 hour after the notification. If not, the supplier shall pay a fine in the amount of 750 Euros for every hour following 1- hour time in the wake of notification.	We understand that this Clause requires the Supplier to respond by telephone or email within one (1) hour after receiving the notification from the Purchaser, confirming that the Supplier has been informed of and is aware of the reported situation. Please confirm whether our understanding is correct.	SCC GCC 28.6(c) requires a response to a major malfunction within the stated period. That response shall address the reported malfunction and the arrangements for the required technical support and remedial action; a receipt acknowledgement alone does not discharge the Contractor's obligations. The response requirement shall be read together with the warranty, repair/replacement and remedy provisions of GCC/SCC 28 and the Technical Specifications. The stated period and applicable contractual penalties remain unchanged.	NO
54	SCC, p.130	Section IX. Special Conditions of Contract GCC 28.6 d) d) In the case of a major malfunction, if the supplier fails to meet its liabilities within 2 (two) days period, the supplier shall pay a fine in the amount of 750 Euros for each 24 hours after the time period of 2 (two) days.	We understand that, in the event of a major malfunction, the Supplier's obligation to "meet its liabilities within two (2) days" means that the Supplier shall carry out a preliminary diagnosis of the malfunction and provide the Purchaser with preliminary corrective actions within such period. Please confirm whether our understanding is correct.	The proposed limitation to preliminary diagnosis or preliminary corrective actions is not confirmed. SCC GCC 28.6(d) shall be read together with the repair/replacement provisions of SCC GCC 28.5 and the Technical Specifications. The Contractor shall respond and undertake the remedial obligations required by those provisions; an acknowledgement or preliminary report alone does not establish compliance. The applicable obligations, periods and remedies shall be assessed together under the Contract. This clarification does not replace a stated repair/replacement period with a different period or amend the contractual penalties.	NO
55	SCC, pp.121-124	Section IX. Special Conditions of Contract GCC 16.1 The advance payment security may be reduced in proportion to the value of the Goods delivered to the site, as evidenced by shipping and delivery documents.	The provision specifies the reduction mechanism of the Advance Payment Security. However, the recovery mechanism of the advance payment itself is not clearly specified. Please clarify the payment milestone(s) from which the advance payment will be recovered and the applicable recovery ratio. Meanwhile, we propose that the advance payment be recovered in proportion to the delivery progress, with twenty-five percent (25%) of the advance payment being recovered upon delivery of each train set. Please confirm whether the above proposal is acceptable.	Please see Addendum No.2, Amendment No.18. 	YES

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56	SCC, p.126	Section IX. Special Conditions of Contract GCC24.1 (a) Cargo Insurance the Goods (including spare parts therefor) supplied under the Contract shall be fully insured in an amount and currency of 110% (hundred and ten percent) of the Contract Price against loss or damage incidental to manufacture or acquisition, transportation, storage, and delivery, in accordance with the applicable Incoterms or in the manner specified in this clause.	Cargo insurance provides coverage for loss or damage occurring during transportation and temporary storage. The Supplier will transfer the risk of loss or damage during manufacturing, procurement, storage and delivery through All Risks insurance. Please confirm whether this is acceptable.	An All Risks policy may be used only if it fully satisfies SCC GCC 24.1(a), including the required insured amount of 110% of the Contract Price, currency, insured risks, period and coverage for manufacture or acquisition, transportation, storage and delivery. The policy title alone will not establish compliance.	NO
57	SCC, p.126	Section IX. Special Conditions of Contract GCC24.1 (c) Third Party Liability Insurance Covering bodily injury or death suffered by third parties (including the Purchaser's personnel) and loss of or damage to property (including the Purchaser's property and any parts of the Goods that have been accepted by the Purchaser) occurring in connection with the supply and installation of the Goods.	We understand that the supply of goods refers to the period before the delivery of the vehicles to the Owner. Please confirm whether our understanding is correct.	The understanding is not confirmed. Third-party liability insurance applies to bodily injury, death and property damage occurring in connection with the supply and installation of the Goods, including the Purchaser's property and any parts of the Goods already accepted by the Purchaser, for the period and scope required by SCC GCC 24.1. It is not limited solely to the period before vehicle delivery.	NO
58	SCC, p.126	Section IX. Special Conditions of Contract GCC24.1 (c) Third Party Liability Insurance The Purchaser shall be named as co-insured under all insurance policies taken out by the Supplier, except for the Third Party Liability. The Supplier shall deliver to the Purchaser certificates of	According to the relevant insurance provisions, the Purchaser is required to be named as a co-insured, and the insurance policies may not be amended or cancelled, nor may insurance claim payments be made to the insured, without the Purchaser's prior approval. Such requirements may restrict the Supplier's independent rights to handle insurance claims, receive insurance proceeds and deal with related insurance matters in respect of insured events occurring during the period in which the relevant risks are borne by the Supplier, and may also affect the timely settlement of claims and the repair or replacement of damaged Goods.	The proposal is not accepted. The Purchaser shall be named as co-insured under the policies required by SCC GCC 24.1, except Third Party Liability, and the notification, amendment, cancellation and claim-payment controls stated in that clause remain applicable.	NO



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		insurance or copies of the insurance policies as evidence that the required policies are in full force and effect. The certificates shall provide that no less than twenty-one (21) days' notice shall be given to the Purchaser by insurers prior to cancellation or material modification of a policy. The clauses of the insurance policies shall not be revised, cancelled and the claim payments shall not be paid to the insured without the permission of the client'	Therefore, we propose that, for insurance policies taken out by the Supplier covering risks borne by the Supplier, the Supplier shall be named as the sole insured party. In the event of an insured loss, the Supplier shall be entitled to handle the insurance claim and receive the corresponding insurance proceeds directly in accordance with the terms of the relevant insurance policy, without requiring additional approval from the Purchaser. The Supplier will continue to provide the Purchaser with the relevant certificates of insurance or copies of the insurance policies as required under the Contract to demonstrate that the required insurance coverage remains in full force and effect. Please confirm whether the above proposal is acceptable.		
59	SCC, p.121		Considering that the Contract is denominated in EUR and that overseas projects generally involve a relatively long implementation and payment collection period, we propose that an exchange rate adjustment mechanism be incorporated into the Contract to reasonably mitigate the impact of exchange rate fluctuations on the performance of the Contract. Specifically, the EUR/CNY exchange rate prevailing on the date of Contract signing shall be taken as the Base Exchange Rate. If, on the due date of any payment, the EUR/CNY exchange rate has decreased by more than five percent (5%) compared with the Base Exchange Rate, the corresponding amount payable in EUR shall be adjusted accordingly, so that the RMB equivalent value of such payment received by the Supplier shall not be lower than the RMB equivalent value calculated based on the Base Exchange Rate. Please confirm whether the above proposal is acceptable.	The proposed EUR/CNY exchange-rate adjustment is not accepted. The Contract's fixed-price and currency provisions under SCC GCC 15.1 and 16.1 remain applicable. This reply does not amend any separately stated contractual provision governing changes in law or the pricing of future, separately ordered spare parts. No EUR/CNY adjustment mechanism is introduced.	NO
60	SCC, pp.122-124	Section IX. Special Conditions of Contract GCC 16.1	For this part, it is required that at the payment application stages of Approval of the Final Design and On Factory Acceptance Tests, the Supplier shall provide the corresponding guarantees as one of the documents for payment application. However, during the implementation of the Project, the Supplier is already required to provide a Performance Security equivalent to ten percent (10%) of the Contract Price, which covers the Supplier's performance of its obligations under the Contract.	The proposal is not accepted. The bank guarantees required for the Approval of Final Design and Factory Acceptance Test payment milestones are payment securities distinct from the Performance Security and shall remain applicable. 	NO

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			Therefore, in order to avoid multiple and overlapping securities, we propose that no additional bank guarantees be required for the above payment milestones. Please confirm whether the above proposal is acceptable.		
61	GCC p.106; SCC p.129	Section VIII. General Conditions of Contract 27.1 Section IX. Special Conditions of Contract GCC27.1 27.1 Except as provided under GCC Clause 32, if the Supplier fails to deliver any or all of the Goods by the Date(s) of delivery or perform the Related Services within the period specified in the Contract, the Purchaser may without prejudice to all its other remedies under the Contract, deduct from the Contract Price, as liquidated damages, a sum equivalent to the percentage specified in the SCC of the delivered price of the delayed Goods or unperformed Services for each week or part thereof of delay until actual delivery or performance, up to a maximum deduction of the percentage specified in those SCC. Once the maximum is reached, the Purchaser may terminate the Contract pursuant to GCC Clause 35. GCC 27.1 The liquidated damage shall be: 0.07 % per day	With regard to the liquidated damages stipulated in the GCC and SCC, we note that the GCC provides that liquidated damages shall be calculated for each week or part thereof of delay, whereas the SCC specifies a liquidated damages rate of 0.07% per day. Considering the nature, scale and implementation period of the Project, we propose that the liquidated damages rate be revised from 0.07% per day to 0.03% per day. Please confirm whether the above proposal is acceptable.	The proposal is not accepted. The liquidated-damages rate remains 0.07% per day, subject to the maximum of 10% stated in SCC GCC 27.1.	NO

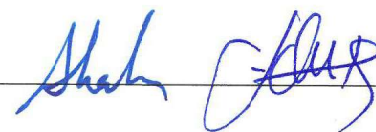


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62	Technical Specifications, pp.6, 118 and 177	TECHNICAL SPECIFICATION Annex -1: General View And Plans Of The Courses 2. TECHNICAL SPECIFICATION 1.2 SCOPE 3. 《The Railway Vehicles Registration and Registry Regulation》 published in the official gazette No 29418 on July 16, 2015 and relevant amandment chapter 2 item 5 Communiqué on Type Approval and Registration Criteria for Suburban Trainsets to be Used on Gaziray Line and Other Suburban Lines with Compatible Infrastructure and Vehicle Interfaces-MADDE 6 (numbered 32624) The new line between High Speed railway station and OSB (Organized Industry Zone) is a 22,95 km long double rail suburban line system. the type approval, registration and	Based on Annex-1, we understand that this Project will only operate on suburban railways. In this regard: According to Regulation 29418 Chapter 2 item 5, Article 6 of Announcement 32624, and the actual operational route requirements of this Project, the TSI/UTP certification and ISA independent safety assessment certification are not required for this Project. But the DeBo conformity assessment is required. The “technical support required for DeBo conformity assessment activities” mentioned in Section 1.2.1 of the Technical Specification means that the Supplier shall prepare and submit the relevant documents required for certification to the Owner. The DeBo authority will be designated by the Transport Regulatory Authority, and the Supplier shall not be responsible for paying or engaging the DeBo authority. Please clarify whether our understanding is correct. If not, please provide the specific requirements.	The understanding is not confirmed. The applicability of TSI/UTP requirements shall be determined under the applicable Turkish legislation, the national railway vehicle rules, the Communiqué dated 06.08.2024 and numbered 32624, and the requirements of UHDGM and/or the competent authority. Any statutory exemption for compatible suburban operation does not remove the required type-approval, registration and DeBo conformity-assessment obligations. The Contractor shall ensure completion of the required procedures, provide all documentation and technical support, and bear all DeBo conformity-assessment fees, charges and associated costs. The designation or approval of the DeBo shall remain subject to the requirements of UHDGM and/or the competent authority and shall not transfer those costs to the Purchaser. In accordance with Clause 3.2, additional interoperability requirements outside the Communiqué and applicable Turkish national rules are not required unless expressly requested by the competent Turkish authority during the approval, registration or conformity-assessment process. Any independent safety assessment (ISA) and associated safety evidence shall be provided to the extent required by the applicable rules, standards and competent authority; a blanket exemption is not confirmed. Please see Addendum No.2, Amendment No.11. 	YES

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		registry procedures by UHDGM and/or the competent authority; to support DeBo conformity assessment activities; 1.2.1The Contractor shall make type approval and registration transactions fulfilled by UHDGM and/or the competent authority and shall provide all documentation and technical support required for DeBo conformity assessment activities. In performing the type approval and registration transactions, the Railway Vehicles Type Approval Regulation, the Railway Vehicles Registration and Registry Regulation, the applicable National Railway Vehicle Rules, and the "Communiqué on Type Approval and Registration Criteria for Suburban Trainsets to be Used on Gaziray Line and Other Suburban Lines with Compatible Infrastructure and Vehicle Interfaces", published in the Official Gazette dated 06.08.2024 and numbered 32624, together with its Annex-1 criteria, shall be taken into account to the extent applicable to the Project. MADDE 5 – (1) (Değişik:RG-6/7/2018-30470) Bu Yönetmeliğin yürürlüğe girdiği tarihten itibaren Türkiye’de üretilecek veya yurt dışından ithal edilecek demiryolu araçlarının tescil edilebilmesi için bu araçların AK tarafından yayınlanan TSI veya OTIF UTP teknik ve idari şartları ile birlikte, bu Yönetmelikte belirtilen şartları da karşılaması zorunludur. Ancak ulusal demiryolu altyapı ağında çalışmalarına rağmen şehir içi raylı toplu taşıma aracı şeklinde çalışan banliyö demiryolu araçlarında, çalışacağı ulusal			

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		demiryolu altyapı ağı standartlarına uygun olması şartıyla TSI/UTP teknik ve idari şartları aranmaz. MADDE 6- (1) Gaziray banliyo tren setlerinin tip onay ve tesciline yönelik uygunluk deęerlendirmesi yapmak için, Genel Mudurluk tarafından görevlendirilmiş DeBo'lar yetkilidir(2) DeBolar, yurtdışıilecek uygunluk deęerlendirme faaliyetlerinde bu Tebligde yer alan deęerlendirme kriterleriyle birlikte, Ulusal Demiryolu Arac Kurallarında yer alan uygulanabilir dięer deęerlendirme kriterlerini, ilgili ulusal veuluslararası mevzuatı esas alırlar			
63	Technical Specifications, pp.36 and 181	TECHNICAL SPECIFICATION Annex -1: General View And Plans Of The Courses TECHNICAL SPECIFICATION 4.3.1.3.1 The new line between High Speed railway station and OSB (Organized Industry Zone) is a 22,95 km long double rail suburban line system. Train sets to be procured shall be capable of being operated on the entire TCDD lines and including the main line and freight trains of TCDD, they shall be capable of being operated on Konya Commuter line at the specified	We understand that this Project will only operate on regional railways and does not need to operate on the national railway infrastructure network. Therefore, the requirement in Clause 4.3.1.3.1 that "Train sets to be procured shall be capable of being operated on the entire TCDD lines and including the main line and freight trains of TCDD" does not apply to this Project. Please confirm whether our understanding is correct.	The understanding is not confirmed. The vehicles will operate on national railway infrastructure and Technical Specification Clause 4.3.1.3.1 remains applicable. The train sets shall be capable of operation on the TCDD network and Konya Commuter Line within the applicable gauge, signalling, electrification, axle-load, speed, approval and operational restrictions. <i>Shah [Signature]</i>	NO

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		maximum speed.			
64	Technical Specifications, p.166	TECHNICAL SPECIFICATION 10.25 All documents (documentation) required for "Registration and type ratification of the train sets" in the scope of the regulation on "Registration and recording regulation for the railway vehicles" published in the official gazette No 29418 on July 16, 2015, and all documents required as per the regulation No., 29536 on "approval of the type of the railway vehicles and main parts thereof" dated November 18, 2015 shall be prepared by the contractor.	We understand that, since the Bidder is only the supplier of the vehicles, during the execution phase with respect to this clause, the supplier is only required to provide documents related to the vehicles. Please confirm whether our understanding is correct.	Confirmed with qualification. The Contractor is required to prepare and provide all vehicle- and train-set-related documents, evidence, test reports and technical support necessary for type approval, registration and registry procedures. The Contractor is not required to prepare unrelated infrastructure-owner documents, but it remains responsible for all documentation and coordination attributable to the supplied vehicles and their interfaces.	NO
65	Technical Specifications, p.43	TECHNICAL SPECIFICATION 4.4.2Workshop Equipment 4.4.2.10 All equipment such as bogies, wheelsets, traction motor, HVAC unit, pantograph shall be designed as to allow repairing and performing the maintenance in KONYA workshop. Software and equipment required for conducting the repair-maintenance works of the equipment of the designed vehicle in the workshop as well as all kinds of adjustments and replacements shall be provided by the Contractor.	The multiple unit trainset is composed of multiple specialized systems, including the bogie, traction system, braking system, air conditioning system, coupler, train control system, and PIS. According to the usual maintenance mode in the rail vehicle industry, not all vehicle systems and components are repaired or overhauled within the depot. Some specialized systems and components are usually repaired or overhauled by external professional service providers. Therefore, the depot generally does not need to be equipped with all the equipment and tooling required for the repair, maintenance, adjustment, and replacement of all vehicle systems and components. If the depot is required to have the capability to independently repair and maintain all vehicle systems and components, it shall be necessary to carry out overall planning in consideration of the depot area and layout, maintenance capacity, staffing, maintenance levels, and production schedules, while also configuring a large number of specialized maintenance, testing, and tooling equipment. This will significantly increase the scope of supply and procurement costs of depot equipment. In accordance with common industry practice, the systems and components to be repaired and maintained within the depot shall first be clearly defined, and the corresponding workshop equipment and tooling shall then be determined based on actual maintenance needs. Therefore, the Bidder proposes to provide only the list	The proposal is not accepted insofar as it would exclude mandatory scope or defer its pricing until after award. The Bidder shall provide the maintenance and workshop scope required by Clause 4.4.2.10, read together with Clause 9.21, and identify the software, tools and equipment needed for its proposed maintenance arrangements. Mandatory items shall be included in the applicable Price Schedules; additional items for optional selection shall be separately identified and priced. The special tools and special test equipment required under Clause 9.21.4 remain deliverable before the first train at the Contractor's cost. Design coordination does not, by itself, create entitlement to additional payment. See also the reply to Query No.6.	NO



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			of tools and equipment required for daily vehicle maintenance during the bidding stage. Alternatively, during the contract execution phase, the systems and components to be repaired and maintained in the KONYA workshop may be jointly determined by both parties based on the actual maintenance capacity and maintenance needs of the Buyer's depot, and the detailed requirements for the relevant software, maintenance equipment, and tooling shall be further clarified accordingly. The additional software, equipment, and tooling above shall be separately quoted and procured based on the scope and technical requirements mutually agreed upon by both parties. Please confirm whether the above proposal is acceptable.		
66	Technical Specifications, p.71	TECHNICAL SPECIFICATION 5.2.6.11 There shall be a seat for the assistant driver on the left side of the driver according to the direction of travel. The seat for the assistant driver shall be in such a way as to ensure that the personnel can see ahead. Furthermore, the assistant driver shall be able to see the control panel easily. The assistant driver shall be able to reach out the emergency brake mushroom button and horn while sitting.	This contradicts clause 5.2.6.10, which requires that the driver's seat be placed in the center of the cab. It is necessary to clarify which of the following driving modes is adopted: The driver is located on the vehicle centerline, and the assistant driver's seat is a folding seat installed on the rear wall. The main and auxiliary driver's desk solution, with the main driver on the right side of the cab and the assistant driver on the left side of the cab.	The clauses are not contradictory. The driver's seat shall be located on the longitudinal centreline of the cab in accordance with Clause 5.2.6.10. The assistant-driver's seat shall be positioned to the left of the driver according to the direction of travel and may be fixed or folding, provided that the visibility, control-panel view, emergency-brake-button and horn-access requirements of Clause 5.2.6.11 are fully met. The detailed ergonomic arrangement is subject to the Purchaser's approval during design review. A main-driver position on the right-hand side of the cab is not accepted.	NO
67	Technical Specifications, p.64	TECHNICAL SPECIFICATION 5.2.4.12 The flooring of the passes between coaches shall be at the same level with the flooring of coaches. There shall be no difference in height between the moving parts, there shall be no more than 5 mm gap at the horizontal level, and the penetration of dust and garbage through these gaps shall be prevented	According to the requirements for Steps and Rams in clause 7.3.5 of EN 16286-1, the height difference between the gangway and the passenger compartment floor shall be kept as small as possible. Steps below 3mm do not require treatment, and a height difference between 3 mm and 15 mm can be treated by chamfering. 1. It is proposed to change the requirement to a height difference of no more than 5 mm between the gangway tread plate and the car floor. The reason is that if they are made exactly at the same level, it shall be necessary to fill the gap with adhesive and fix the edge of the floor covering. The durability and abrasion resistance of the adhesive will shorten the maintenance interval at this location, whereas if the tread plate directly covers the edge of the floor covering, this problem does not arise.	The proposal is accepted with the safety qualifications stated in the amended clause. A height difference of up to 5 mm may be provided between the gangway tread plate and the adjoining coach floor. Height changes between moving tread plates shall be minimized and shall be less than 15 mm in nominal position, consistently with Clause 5.2.4.5. Changes of 3 mm or more shall have chamfered or rounded edges. All applicable accessibility requirements shall also be met. Please see Addendum No.2, Amendment No.12.	YES



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			2. It is proposed to change the height difference between moving parts to less than 15 mm, because the tread plate has a certain thickness, so there will be a height difference between the upper and lower tread plates. The proposed solution will meet the requirements of clause 7.3.5 of EN 16286-1.		
68	Technical Specifications, p.77	TECHNICAL SPECIFICATION 5.2.9 Automatic and Semi-Fixed Coupling Sets TYPE10 automatic clutches shall be provided on both ends of the multiple units, providing mechanical, pneumatic and electrical connection, which are able to withstand the fastening shock without any deformation.	1. The coupler center height above the top of rail is not mentioned. Please clarify whether the coupler height is set in accordance with clause 4.2.2.2.3 of TSI 1302, i.e., 1025 mm (+15 mm / -5 mm). If not, please provide the specific requirements. 2. Please clarify that the corresponding rescue locomotive's drawhook complies with EN 15566, and that the drawhook height is in accordance with clause A.2 of TSI 1302, i.e., between 950 mm and 1045 mm. If not, please provide the specific requirements.	The proposed dimensions are not given unconditional confirmation by this reply. The coupler and rescue/towing interfaces shall satisfy the applicable standards, the TYPE 10 requirements and the actual TCDD interface. The Contractor shall obtain and verify the relevant rescue-locomotive data with TCDD Tasimacilik A.S. through the Purchaser and demonstrate compatibility through the design submissions and required verification. The adapter supply obligations in Clauses 5.2.9.8 and 5.6.5.4, as amended by Addendum No.2, Amendment No.22, remain applicable. See also the reply to Query No.45. No revised numerical interface requirement is introduced.	NO
69	Technical Specifications, p.79	TECHNICAL SPECIFICATION 5.2.9.11.5 It shall be possible to open/close these lids manually in a safe way when the air pressure is insufficient or electrical energy is not available. If an external compressed air supply or a special tool is required to open the automatic coupling set lids in some special cases (for example pneumatic system failures, etc.), the Contractor shall deliver this as well along with the multiple units. Furthermore, the said "external compressed air" supply shall be mounted on the multiple unit in such a way that it does not pose danger during navigation and it can be disassembled easily when necessary.	The opening/closing mechanism can be operated both electrically/automatically and manually, which can meet the requirements for opening/closing the mechanism during coupling or maintenance. Manual operation does not require compressed air and can be performed using common tools (such as a ratchet wrench), offering high reliability. The relevant tools will be provided as onboard accessories. It is proposed to delete the requirements related to the "external compressed air device". In some special cases (e.g., pneumatic system failure, etc.), the opening/closing mechanism can be opened/closed only by manual operation, so as to simplify the mechanism, improve equipment reliability, and reduce maintenance work.	Confirmed with qualification. Clause 5.2.9.11.5 is conditional. Where the proposed design permits safe and reliable manual opening and closing of the automatic-coupler lids after loss of pneumatic pressure or electrical power, without an external compressed-air supply, such a supply need not be installed. Any tool required for manual operation, including the proposed ratchet wrench, shall be delivered as an onboard accessory. The complete arrangement shall be demonstrated and approved during design review. Deletion of the conditional requirement is not necessary.	NO
70	Technical Specifications, p.145; GCC/SCC Warranty provisions	TECHNICAL SPECIFICATION 9.14 Disclosure of maintenance by Administration personnel will not remove the responsibility of the	We understand that the liability of the Contractor as described in this clause refers to failures or damages caused by reasons attributable to the Contractor, such as vehicle design, manufacturing, etc., as well as failures or damages resulting from improper after-sales service performed by the Contractor. Failures, damages, or losses caused by improper maintenance	The participation of the Purchaser's personnel in maintenance does not, by itself, transfer or discharge the Contractor's warranty and maintenance obligations. The maintenance, instruction, training, supervision and final-check responsibilities stated in the Technical Specifications remain applicable. Responsibility for a particular failure, including any claimed warranty exclusion arising from maintenance, shall be assessed under the applicable GCC/SCC warranty provisions	NO

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		contractor. All responsibility (including maintenance) in the warranty process will belong to the contractor.	by the management personnel, failure to comply with the maintenance requirements provided by the Contractor, or other reasons not attributable to the Contractor shall not be the responsibility of the Contractor. Please confirm whether our above understanding is correct.	and the Technical Specifications, on the basis of the circumstances and evidence of causation. This reply grants neither a blanket release from warranty responsibility nor an additional warranty exclusion. No amendment is made.	
71	Technical Specifications, p.108	TECHNICAL SPECIFICATION 5.6.3.5.4 Camera enclosures shall be equipped with heaters to prevent misting.	The interior cameras will not have fogging or icing issues affecting visibility due to the air conditioning system. Please clarify whether the requirement for installing heaters to prevent fogging applies only to the exterior cameras.	Confirmed. The heater requirement applies to external camera enclosures. Internal camera enclosures need not be equipped with heaters where the Contractor demonstrates that misting or icing cannot impair visibility under all specified operating and climatic conditions. Please see Addendum No.2, Amendment No.13.	YES
72	Technical Specifications, p.105	TECHNICAL SPECIFICATION 5.6.3.4.1 Visual Passenger Information System shall be realized by the following means: ☐ 2 external front screens on both ends of each multiple unit, ☐ Two external screens, one on each side of every vehicle.	Please confirm whether the requirement is: "One external front screen shall be provided at each end of each EMU trainset"?	Confirmed. One external front passenger-information screen shall be provided at each end of each EMU trainset, giving two external front screens in total per trainset. The requirement for two external side screens on every vehicle, one on each side, remains unchanged. Please see Addendum No.2, Amendment No.14.	YES
73	Technical Specifications, p.46	TECHNICAL SPECIFICATION 4.4.5.1 In addition, when the trains are in depot yard, this information shall be obtained through Wi-Fi. The Contractor shall submit the system which will conduct this process to the Administration and following the Administration's approval, the Contractor shall supply and install the system. The system shall contain all software and hardware required for server, GSM and Wi-Fi. The Contractor shall be responsible for installing, commissioning, operating the system smoothly and delivering the required training.	We understand that the depot is already equipped with Wi-Fi network and signal coverage, and the Contractor is required to connect the train to the existing Wi-Fi network to enable relevant data upload. Please confirm whether our understanding is correct.	The understanding is not confirmed. The Contractor shall supply and install the complete system required by Clause 4.4.5.1, including the necessary server, GSM and Wi-Fi hardware, software, depot network equipment and coverage required for reliable data transfer. Existing Purchaser infrastructure may be reused only where expressly approved after the Contractor demonstrates compatibility, capacity, coverage, cybersecurity and licensing compliance. The Bidder shall not assume that an existing Wi-Fi network will be made available or will satisfy the Contract requirements.	NO
74	Technical Specifications	TECHNICAL SPECIFICATION	Please clarify whether the passenger counting system referred to herein is to be provided by the Owner, and	The passenger-counting system shall be supplied and integrated by the Contractor as part of the onboard scope, including the required	YES

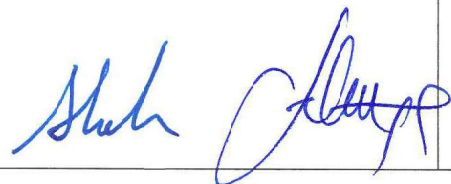
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	p.115	6.2.2 The hardware shall be equipped with multiple communication interfaces (such as Ethernet, CAN bus, RS485/RS422, digital/analog I/O, etc.) capable of collecting data from all on-board subsystems. These interfaces shall ensure full compatibility with subsystems including CCTV, door control, HVAC, energy consumption monitoring, passenger counting, driver desk, public address and passenger information display systems.	the vehicle is only required to provide the interfaces and be responsible for installation.	OCCS and Digital Twin interfaces. Its detailed design, counting accuracy, test method, acceptance criteria, data format and cybersecurity arrangements shall be submitted for the Purchaser's approval during design review in accordance with the amended clause. No new numerical accuracy threshold is prescribed by this reply. Please see Addendum No.2, Amendment No.15.	
75	ITB pp.13-14; Section V pp.75-76; SCC p.126	Section I. Instructions to Bidders 14.8 Prices shall be quoted as specified in each Price Schedule included in Section IV, Bidding Forms. The disaggregation of price components is required solely for the purpose of facilitating the comparison of bids by the Purchaser. This shall not in any way limit the Purchaser's right to contract on any of the terms offered. In quoting prices, the Bidder shall be free to use transportation through carriers registered in any eligible country, in accordance with Section V, Eligible Countries. Similarly, the Bidder may obtain insurance services from any eligible country in accordance with Section V, Eligible Countries. Prices shall be entered in the following manner:	According to the requirements of Clause 14.8, the insurance services shall be obtained from an eligible country. Could you please confirm whether China is considered an eligible country? In order to reduce costs, would it be acceptable for us to cooperate with an insurance company registered and established in China?	The insurer and the services shall satisfy ITB 4 and 5, ITB 14.8, Section V and the applicable IsDB requirements; the policies shall satisfy GCC/SCC 24.1, including the Purchaser's approval requirements. Evidence of authorization, enforceability and the required coverage shall be provided. No unconditional approval of a country, insurer or policy is granted. Section V paragraph 2 is completed by Addendum No.2, Amendment No.21. See also the reply to Query No.81.	YES
76	BDS, pp.35-36	Section II. Bid Data Sheet ITB 11.1 (j) (4) ISO 9001:2015 Certificate for manufacturing of railway vehicles taken in the year of this Bid (original or notarized copy)	Original Article: ISO 9001:2015 Certificate for manufacturing of railway vehicles taken in the year of this Bid (original or notarized copy) Change Request: ISO 9001:2015 certificate for the manufacture of	Accepted. Under BDS ITB 11.1 (j) (4), the ISO 9001:2015 certificate for the manufacture of railway vehicles shall be valid on the Bid submission deadline. The certificate need not have been issued in the year of the Bid, provided that it remains valid on that date. The original or a notarized copy shall be submitted. Please see Addendum No.2, Amendment No.16.	YES



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			railway vehicles (valid for the date of this tender) (original or notarized copy) Justification: The ISO 9001:2015 Quality Management System certificate has a total validity period of 3 years. It is not a certificate that is obtained annually.		
77	BDS, p.37	Section II Bid Data Sheet ITB 14.8 (d) (i) Related Services shall be quoted separately (Price Schedule No. 6) and shall include rates or prices for local transportation to named place of destination as specified in the BDS, insurance and other services incidental to delivery of the Goods, all labour, Supplier's equipment, temporary works, materials, consumables and all matters and things of whatsoever nature, including operations and maintenance services, the provision of operations and maintenance manuals, training, etc., where identified in the Bidding Document, as necessary for the proper execution of the installation and other services, including all taxes, duties, levies and charges payable in the Purchaser's country as of twenty-eight (28) days prior to the deadline for submission of bids.	We kindly request that the Administration provide a detailed clarification of which service items are requested within the scope specified below, referred to as "Related Services," and also specify the maximum percentage of the total contract amount for each of these service items as invoiced.	Clarified. For Price and Completion Schedule No.6, the Related Services to be priced are the five items listed in Section VII, List of Related Services and Completion Schedule: (1) training of the Purchaser's personnel at the Supplier's plant and/or on-site in assembly, start-up, operation, maintenance and/or repair; (2) performance or supervision of on-site assembly and/or start-up; (3) furnishing tools required for assembly and/or maintenance; (4) furnishing detailed operations and maintenance manuals and technical documentation; and (5) performance or supervision of maintenance and/or repair for an agreed period, without relieving the Supplier of its warranty obligations. Inland transportation, insurance and other services required to convey the Goods to the Final Destination shall be priced in the applicable Goods Price Schedule and shall not be duplicated in Schedule No.6. No maximum percentage of the total Contract Price is prescribed for an individual Related Service. Each item shall be quoted separately and reasonably; the Schedule No.6 total shall be included in the Grand Summary and the Contract Price. All services expressly required by the Bidding Documents, including incidental services under GCC 12.1, 12.2 and 25.2, remain in the Supplier's scope. Please see Addendum No.2, Amendment No.17.	YES
78	SCC, pp.122-124	Section IX. Special Conditions of Contract GCC 16.1 Payment for Goods supplied from abroad Payment for Related Services and Mandatory Spare Parts	We kindly request a more detailed and clear explanation of the progress payment items and the related payment terms, in comparison with the statements provided in the tender documents.	Please see Addendum No.2, Amendment No.18.	YES
79	SCC, p.125	Section IX. Special Conditions of Contract GCC 16.3 Pursuant to the provisions of the Financing Agreement no. TUR-	Within the scope of the project, will the Administration obtain an Investment Incentive Certificate? In the event that no Investment Incentive is obtained and the trains are shipped from abroad to Türkiye, will the VAT payments arising at customs be paid directly by the Administration during the customs process? We kindly	The Bidding Documents do not commit the Purchaser to obtain an Investment Incentive Certificate. Bidders shall therefore prepare their Bids without assuming any investment-incentive exemption. Under BDS ITB 14.7 and 14.9, all customs duties, import taxes and other non-VAT taxes, duties, levies and charges required for delivery to the Final Destination shall be included in the Bid Price; VAT applicable in	NO

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		1066 dated 02/07/2025 and the Sub-Financing Agreement no.1 dated 16/01/2026, all of the payments (excluding VAT, any other taxes and duties) to the Supplier shall be made through Islamic Development Bank (IsDB), provided that it doesn't exceed the Sub-Financing amount and doesn't cover the period following the Financing closing date. Payments exceeding the Sub-Financing amount and/or covering the period following the Financing closing date shall be made by the Purchaser. VAT (Value Added Tax), as required by local legislations shall be paid by the Purchaser at the date of any payment by the Purchaser.	request that a detailed explanation regarding the execution of the relevant import procedures be provided in the tender documents.	Türkiye shall be excluded from the Bid Price and borne by the Purchaser in accordance with SCC GCC 16.3 and applicable Turkish legislation. For imported trains, the Supplier shall prepare and submit the shipping and import/customs documents required by GCC 13.1 and applicable law and shall coordinate the customs process with the Purchaser. Where import VAT becomes payable at customs, the Purchaser shall bear that VAT; the payment and procedural mechanism will be implemented in accordance with the applicable customs and tax requirements against complete supporting documents. Any investment incentive or exemption actually obtained will be applied only as permitted by law and shall not entitle the Supplier to an additional payment. No amendment is made.	
80	Section III p.49; BDS ITB 17.2(a); Table 1	Section III. Evaluation and Qualification Criteria Qualification (ITB 36) (v) Subcontractors In the case of a Bidder who offers to supply and install major items of the Goods under the contract that the Bidder did not manufacture or otherwise produce, the Bidder shall provide the manufacturer's authorization, using the form provided in Section IV, showing that the Bidder has been duly authorized by the manufacturer or producer of the related plant and equipment or component to supply and install that item in the Purchaser's country. The Bidder is responsible for ensuring that the manufacturer or producer complies with the requirements of ITB 4 and ITB 5 and meets the minimum criteria listed above for that item	We understand that, if the Bidder itself is the manufacturer or supplier of a key component, only the Bidder's own information needs to be provided for such component in the List of Key Suppliers, and no separate Manufacturer's Authorization is required for such component. Please kindly confirm whether our understanding is correct.	Confirmed only where the Bidder itself actually manufactures or produces the relevant major item. For such an item, the Bidder shall identify itself as the manufacturer in the supplier list and submit the required qualification and reference evidence; a separate self-authorization is not required. Where the Bidder is only a supplier, reseller, distributor or integrator of an item manufactured by another legal entity, the manufacturer's authorization remains required under BDS ITB 17.2(a) and Section III, Qualification, paragraph (v), using the form in Section IV. A parent, subsidiary or affiliate is not the same legal entity as the Bidder for this purpose. The alternative-supplier and reference requirements of Table 1, as amended by Addendum No.2, Amendment No.2, remain applicable; this clarification does not reduce their required number. No amendment is made. 	NO

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81	Section V pp.75-76; ITB 4, 5 and 14.8; SCC GCC 24.1	Section V – Eligible Countries Under ITB 4.8(a) and 5.1: [insert a list of the countries following approval by IsDB to apply the restriction or state "none"] Under ITB 4.8(b) and 5.1: [insert a list of the countries following approval by IsDB to apply the restriction or state "none"]	We understand that Section V does not provide a specific list of eligible countries, nor does it identify any restricted or excluded countries. Therefore, we understand that there is no additional restriction on the country of registration of the insurance service provider, and insurance services provided by an insurer duly established in any country not restricted or excluded under Section V shall be acceptable. Please kindly confirm whether our understanding is correct. If not, please provide the applicable list of eligible countries for this Project.	The understanding is confirmed only to the extent that ITB 14.8 permits insurance services from any eligible country; it is not a blanket acceptance of every insurer or country. The completion of Section V paragraph 2 with 'None' under ITB 4.8(a) and 5.1 and under ITB 4.8(b) and 5.1 does not waive Section V paragraph 1, ITB 4 and 5, the applicable IsDB eligibility and sanctions requirements, or the boycott restrictions expressly stated in the Bidding Documents. Eligibility shall be assessed under those provisions. An insurer's country of registration alone is insufficient to establish compliance: the insurer must be duly authorized and the policies must meet GCC 24.1 and SCC GCC 24.1, including the Purchaser's approval of the identity of the insurers and the form of the policies, the required coverage and enforceable claims arrangements. Please see Addendum No.2, Amendment No.21, and the reply to Query No.75.	YES
82	Technical Specifications pp.115-117; Clause 4.4.5.1	TECHNICAL SPECIFICATION 6.3 Vehicle Digital Twin Integration, Physics-Based Vehicle Modeling, and Control Center Communication Standards 6.3.1 The digital twin of the rail line is currently available and operates in real time, including station locations, track geometry, gradients and curves, turnouts, power supply sections, environmental assets, and the on-site IoT infrastructure. The OCCS hardware shall operate in such a way as to fully provide the vehicle digital twin data to this existing line digital twin without any loss of information.	We understand that the Employer already has an existing digital twin system for this project. The vehicles only need to send their data to that system as required, and no additional ground hardware or software installation is needed. Please confirm if this is correct.	The understanding is not confirmed as stated. Clause 6.3.1 identifies an existing line digital twin to which the vehicles shall be integrated; it does not limit the Supplier's obligations to transmitting telemetry. Under Clauses 6.2 and 6.3, the scope includes the OCCS, the vehicle digital twin, physics-based vehicle modeling and calibration, bidirectional communications, integration with the existing line platform, simulation and training modes, and the specified data-storage and reporting functions. The Supplier shall include all hardware, software, licenses, interface engineering, configuration, integration, testing and commissioning necessary to deliver these specified functions. The server, communications and depot Wi-Fi obligations of Clause 4.4.5.1 also remain applicable; see the replies to Queries No.17 and No.73. A separate replacement line digital twin is not required merely because vehicle integration is required. However, reuse of existing ground resources is subject to demonstrated capacity, compatibility, cybersecurity and licensing compliance and the Purchaser's approval. The Bidder shall not assume that no additional ground hardware or software is needed. No amendment is made.	NO
83	Technical Specifications pp.34, 49 and 62; Annex-5	TECHNICAL SPECIFICATION 5.1.2.3 The distance of any stationary vehicle (lateral surface of vehicle) from the platform edge shall be 50 to 75 mm.	The distance from the platform edge to the track centre line is 1700 mm. In order to achieve a clearance of 50–75 mm between the vehicle and the platform edge, the width at the vehicle step board needs to be 3250–3300 mm. However, according to Annex 5, the maximum vehicle gauge width is 3150 mm. Can the vehicle step board exceed the vehicle gauge?	The stated dimensions are acceptable for the deployed door-step/threshold arrangement at a stationary train, subject to verification of the actual platform interface. With the platform edge 1,700 mm from the track centreline, an outer step edge 1,625-1,650 mm from that centreline provides the required 50-75 mm gap. The corresponding 3,250-3,300 mm is an equivalent full width at the deployed step level; it is not an allowable permanent carbody width or running-gauge enlargement. Clause 5.2.3.9 already permits a sliding step at each passenger door. The step shall retract before train movement and, in its travelling position, comply with Annex-5 and the UIC 505-1 kinematic-gauge requirements; deployment shall be interlocked with the stationary/door-release conditions. The design shall demonstrate clearance under the applicable loading, suspension, wheel-wear, curvature and installation tolerances, together with the specified	NO

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				accessibility and vertical-gap requirements. A fixed projection outside the applicable gauge is not accepted. Clauses 5.1.2.3 and 5.2.3.9 therefore provide the required basis, and no amendment is necessary.	
84	Technical Specifications pp.37-38	TECHNICAL SPECIFICATION 4.3.2.1.6 In the train sets, HFC 236 Fa gas shall be used for filling the fire extinguishers that are certified in accordance with the applicable international standards and provided in adequate number and capacity to ensure effective fire protection of the vehicle. Analysis certificates for HFC 236 Fa gas to be used for filling the extinguishers shall be submitted to the Administration before the delivery of the vehicle	Hexafluoropropane gas fire extinguishers have been largely phased out on EMU, primarily due to their extremely high Global Warming Potential (GWP), which has rendered them nearly prohibited. Currently, ABC dry powder extinguishers or water-based extinguishers are the mainstream choices for EMU, while gas extinguishers mainly use perfluorohexanone, heptafluoropropane or carbon dioxide. We do not recommend the use of hexafluoropropane extinguishers. We will provide a complete fire protection solution that is superior to hexafluoropropane-based extinguishers, together with the relevant certificates.	Accepted in principle to remove the mandatory use of HFC 236 Fa, subject to the amended performance and safety requirements. The proposed solution is not approved solely because it is described as superior or because an agent is commonly used. Clause 4.3.2.1.6 is amended so that the extinguishing agent/system shall be appropriate to the protected area and fire class, meet the applicable standards and environmental requirements, and be supported by certificates and a documented fire-risk and agent-suitability assessment. The existing portable water-and-additive extinguisher requirements, minimum quantities and other safety provisions in Clause 4.3.2.1 remain mandatory. ABC powder, carbon dioxide, other gases or alternative systems are not given blanket approval as replacements for those specified portable extinguishers. The complete proposed solution shall be submitted for the Administration's approval during design review. Please see Addendum No.2, Amendment No.19.	YES

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