

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

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

**ANSWERS TO ANONYMIZED QUESTIONS OF POTENTIAL TENDER PARTICIPANTS,**  
registered from 04-Nov-2022 to 25-Nov-2022

Tashkent, Uzbekistan

Dec 6, 2022

ANSWERS TO THE QUESTIONS OF POTENTIAL TENDER PARTICIPANTS,  
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Totally 58 questions have been collected from 04-Nov-2022 till 25-Nov-2022.

The index number of question in the column "No." is the index of the unified register of questions.

The remain part is under development.

No.	Question	Answer
1	<p>In addition to the announcement, it is indicated that the tender will be held in two stages and two envelopes, the first stage is the qualification of suppliers according to general criteria and technical parameters; the second stage is the evaluation of commercial proposals.</p> <p>The question is, does this mean that in the first stage, only the documents specified in Annex 1 and Annex 8 to the tender documentation must be submitted until November 25, 2022, after which the second stage will begin?</p>	<p>NO.</p> <p>Prior to the bid submission deadline, all documents specified in the tender documentation, including the Technical Proposal and the Financial Proposal, must be submitted in separate envelopes, collected in one application package.</p> <p>Two stages relate to the period after the opening of bids, qualification and evaluation of bids.</p>
2	<p>In addition to the announcement, it is stated that each interested supplier must provide support in attracting financial institutions for the financing mechanisms of the project.</p> <p>The question is, does this mean that in the first stage, a letter of interest or a letter of support received from a financial institution and an export credit insurance agency should be submitted, and a detailed financial proposal will be submitted in the second stage?</p>	<p>NO.</p> <p>All documents specified in the bidding documents in relation to the Financial Proposal, including the draft debt financing contract, must be submitted prior to the bid deadline, as well as all other bid documents.</p>
3	<p>Initial requirement: "The Bidder must be a manufacturer of rolling stock train with experience in design, production and homologation of rolling stock for 1520 m gauge".</p> <p>Question: As far as we understand, since the tender is carried out as part of the international bidding process, any manufacturer capable of producing 1520 mm gauge rolling stock should be considered qualified, not necessarily experienced.</p> <p>We kindly ask your office to reconsider the requirements: "The tenderer must be a manufacturer of rolling stock with experience in design, production and homologation of rolling stock for 1520 mm gauge."</p>	<p>The requirement of paragraph 8.1 in the rules of the tender remains unchanged.</p> <p>Justification:</p> <p>(1) The specified requirement does not limit the market of suppliers by the experience of the design and production of electric trains for a rut 1520, any manufacturer having experience in designing and manufacturing any rolling stock: locomotives, passenger and freight cars, etc. - It can participate in the tender. Suppliers with such experience are in different countries from Europe to East Asia.</p> <p>(2) The specified requirement protects the customer from the role of the "experimental base" for suppliers who did not produce and did not experience any rolling stock for a rut 1520.</p>

No. Question	Answer
<p>4 On the guarantee of performance of the Agreement:</p> <p>1) The amount of the performance guarantee of the Agreement and its reduction amount under clause 23.1 of the Agreement (Appendix 13) do not coincide with the form of the performance guarantee of the Agreement (Appendix 13-6 ), specifically:              According to clause 23.1 of the Agreement, it is so stated that “The Supplier must provide the Customer with a guarantee for the performance of the Contract, ..., which corresponds to 5% (five percent) of the purchase price” and for clause 23.2 of the Agreement it is so stated that “... the amount of the guarantee for the performance of the Contract decreases by 2.5% of the cost of one regional electric train”;</p> <p>Appendix 13-6 states that “...we guarantee you payment in the amount of..., which corresponds to 10% of the Contract price. The above guarantee amount will be reduced by USD..., which corresponds to 5% of the price of the electric train set in the Agreement...”</p> <p>2) In addition to the fact that in the above reduction the performance guarantee is not complete, it includes only electric trains, but reduction provisions for other components of the procurement object (spare parts, maintenance equipment, training and documents) should be added.</p>	<p>1) The values of interest rates for guaranteeing the performance of the Agreement specified in section 23 of Appendix 13 should be considered correct for the status of the document "draft Agreement".              Appendix 13-6 and Appendix 13 are drafts and, in terms of similar parameters, are subject to discussion and harmonization with the winner of the tender</p> <p>2) Reducing the amount of the guarantee for the execution of the Agreement with each transferred electric train has a rate that is ½ of the guarantee rate for the performance of the Agreement, is              applied only to the price of the electric train (A1) and does not include the price of all other parameters, the following reasons:              (a)in accordance with clause 23.1 of the draft Agreement (Appendix 13), obligations to fulfill the Agreement remain for a period of 2 years and 2 months from the date of transfer of the last electric train to the Customer;              (b)during the above period - 2 years and 2 months from the date of transfer of the last electric train to the Customer - the amount of obligations will be half of the guarantee rate for the performance of the Contract, applied to the cost of each electric train and the full rate of the guarantee for the performance of the Contract , applied to the price of all other price parameters Agreement;              (c)the above provision provides the Customer with a guarantee during the warranty period for electric trains, including the period of verification of compliance with the practice of operating electric trains and proposals for equipment for repair, for spare parts and for the level of electricity consumption.</p> <p>In general, Annex 13 and all its subordinate annexes are documents in the status of "draft", and in terms of parameters for guarantees are subject to discussion and harmonization with the winner of the tender.</p>

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No.	Question	Answer
5	<p>About the guarantee of the first down payment:                      The composition of the reduction of the guarantee of the first advance payment under clause 21.4 of the Agreement (Appendix 13) does not coincide with the form of the guarantee of the return of the advance payment (Appendix 13-5 ), specifically:</p> <p>According to paragraph 21.4 of the Agreement, it is stated that "...from the price of each transferred regional electric train and other components of the procurement object"; and in Annex 13-5 it is stated that "... from the price of one electric train ...", after which "and other components of the procurement object" should be added.</p>	<p>The provisions on reducing the guarantee of the first advance payment specified in the draft Agreement (Appendix 13) are correct for the status of the document "draft Agreement". Similar provisions in the subordinate document - Appendix 13-5 - will be harmonized, and the availability of an updated version on the company's website will be announced later.</p> <p>In general, Annex 13 and all its subordinate annexes are documents in the status of "draft", and in terms of parameters for guarantees are subject to discussion and harmonization with the winner of the tender.</p>
8	<p>Paragraph 18.2.2 of these rules provides: "to check whether the tenderer meets the requirements of paragraph 8 of these rules", and paragraph 8.2.4 of these rules provides: "The draft contract for debt financing ... is an integral part of the financial offer of the participant." Please confirm whether the draft contract for debt financing should be included in the technical proposal of the participant?</p>	<p>NO.                      The draft loan financing contract must be developed by bidder in collaboration with involved financial organization and included in the Financial Proposal package.</p>
9	<p>Clause 19.2.2 of these rules provides: "check whether the tenderer meets the requirements of clause 8 of these rules", and clause 8.1 of these rules provides: "...experience in design, production and homologation of rolling stock for 1520 mm gauge. The tenderer is invited to present the concept of localization of production ...".                      Please confirm that the experience of production and the concept of localization of production should be included in the financial proposal of the participant?</p>	<p>NO.                      The participant's experience in similar contracts is indicated in the EXP -1 tables specified in Appendix 1 and, accordingly, is part of the Technical Proposal (see paragraph 12.1.1 in the Rules).                      The experience of the participant and the concept of localization are part of the Technical Proposal.</p>

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No.	Question	Answer
10	<p>1) According to our understanding, A2 (for equipment required to service 34 electric trains) in the table of paragraph 21.5 of these rules corresponds to the “List of equipment necessary for servicing electric trains” in Appendix 3; A4 in the table of paragraph 21.5 of such rules corresponds to “Spare parts for preventive maintenance of electric trains for 5 years...”. Please confirm the correctness of our understanding.</p> <p>2) Appendix 2 has three spare parts lists (I-Spare Parts List; II-Major Spare Parts List; III-Consumables List) and Appendix 3 also has spare parts (Preventive Maintenance Spare Parts and Recommended Strategic corrective (unscheduled) repair), please advise under what circumstances they can be used accordingly?</p>	<p>1) Indicator "A2" corresponds to the table "List of equipment required for maintenance of electric trains" in Appendix 3.</p> <p>Indicator "A4", specified in section 21.3 of the Rules as "the price of spare parts for maintenance during a 5-year period of 34 electric trains" , corresponds to the table "Spare parts for preventive maintenance of electric trains for 5 (five) years in accordance with the maintenance plan service" in Appendix 3.</p> <p>To improve the convenience of potential bidders, the indication of the names of the tables in Appendix 3 will be clarified, and the availability of an updated version will be announced later.</p> <p>2) The spare parts lists in Annex 2 are the minimum requirement, and the tables with spare parts lists in Annex 3 are the form for the Technical Proposal (see paragraph 12.1.2 in the Rules) in terms of the composition and quantity of spare parts, and in terms of prices for spare parts parts will be used in the Financial Proposal.</p>
11	<p>According to paragraph 9-1.8 of Annex 2, there is such an expression about lists I and III that “... the quantity that the Supplier intends to keep during the guarantee period”, “... the quantity that the Supplier must keep during the guarantee period” . Please confirm that you must hand over the remaining parts to the Customer after the end of the warranty period or guarantee the number of spare parts after the end of the warranty period.</p>	<p>In accordance with the provisions of the main document of the Tender Document - the Rules - all spare parts are purchased for a period of 5 years, and 5 years is a longer period than the warranty period. All parts will be the property of the Customer from the moment of their purchase.</p> <p>The text in paragraph 9-1.8 of Annex 2 will be rephrased and the availability of an updated version of Annex 2 will be announced later.</p>
12	<p>Clause 9-1.8 of Annex 2 requires that “All of the above spare parts ... must be included in the price of electric trains, and prices must be indicated only for customs purposes, and not for the purposes of valuation of goods (SPTA).” Since the cost of spare parts has been included in the price of electric trains, so the free delivery of these spare parts is formally equivalent, please confirm that our understanding is correct?</p>	<p>It is incorrect to consider spare parts free .</p> <p>[1] Formally, based on the draft Contract (Appendix 13), spare parts are supposed to be purchased as part of an electric train in order to optimize the costs of customs clearance operations. The customer pays for spare parts, they are not free.</p> <p>[2] Formally, proceeding from the conditions for comparing applications, the provisions of paragraph 21 in the main Rules, spare parts have a price. Spare parts are not free.</p>
13	<p>2-20.3 of Appendix 2 shows that “Maintenance equipment cost (in euros)”, and “Maintenance tool cost (in euros)”, please confirm “in euros” or “in US dollars”.</p>	<p>All financial figures must be expressed in US dollars.</p> <p>Annex 2 will be corrected in the part indicated in the question, and the availability of the updated version on the site will be announced later.</p>
14	<p>Is a pre-shipment inspection required by an independent organization?</p>	<p>Yes, it's required.</p>

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15	Clause 2-8.4.1 of Annex 2 requires, "The supplier shall supply a device for transporting a jammed wheel...", but does not specify the quantity required. Please indicate the quantity of delivery of this device.	For 34 electric trains, two sets of devices for transporting a jammed wheel are required.
16	According to paragraph 8-10.2.1 of Annex 2, it is required to provide a mock-up of the cab for training purposes, and in Annex 3 in the table "Recommended strategic spare parts for corrective (unscheduled) repairs within 5 years", the first item is the driver's cab decorative trim module, please confirm if they are the same or not?	Under paragraph 8-10.2.1 of Appendix 2, it is required to provide a cabin of the cabin for learning, and in Appendix 3 in the table "Recommended strategic spare parts for corrective (unscheduled) repair for 5 years", the first item is the module of the driver's cabin, the module of the driver's cabin, I ask you to confirm that they are the same or not?
18	Clause 9-1.8 of Annex 2 provides for "28. The front part of the control car - 2 sets". The description is not clear, please specify what exactly is it about? What parts does it consist of?	The front part of the control car - a modular cabin - is necessary for an unscheduled repair and should consist of a case, a control panel with instruments, typhone and whistle, pneumatic equipment and connections, lighting and lighting devices, frontal and lateral glasses, etc.
19	Clause 2-1 of Appendix 2 provides for "Dimension (GOST 9238-2013) - 1-T, T and its outline 1-Ta", please confirm which of the three dimensions or all three dimensions meet the requirements?	All three dimensions meet the requirements.
20	According to paragraph 2-8.3.1 of Appendix 2, "The profile of the wheel must be in accordance with Figure No. 5 GOST 11018-2011 (ISO 1005-7:1982)", which indicates the width of the wheel 140 mm, and paragraph 2-8.3.3 of Annex 2 provides for "the width of the wheel should be 130 mm...". They contradict each other.	There is no contradiction . The wheel profile must be in accordance with drawing No 5 GOST 11018–2011 (ISO 1005-7 :1982) 130 mm for MVPS.
21	1-5.3 of Appendix 2 stipulates "Electric train should be designed taking into account the annual mileage of $265 \cdot 10^3$ km." indicators are not the same. Please clarify if the annual mileage in Annex 6 should be based on 78,000 km or $265 \cdot 10^3$ km?	The "annual mileage" parameter in the FIN10 and Fin11 tables (Appendix 6), which estimates the amount of maintenance and repairs costs of 265,000 km. Appendix 6 will be adjusted in the part specified on the issue, and the accessibility of the updated version on the site will be announced additionally.

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23	<p>Annex 13_6 of the tender documentation "Guarantee of Performance of the Contract": the period of validity of the guarantee until the expiration of 2 (two) years and 2 (two) months from the date when the Supplier fully and properly fulfilled its obligations under the Contract.</p> <p>Questions:</p> <ul style="list-style-type: none"> <li>- whether the concept of "full and proper fulfillment of obligations under the Agreement" includes the fulfillment of warranty obligations, i.e. guarantee period?</li> <li>- For the purposes of a proper interpretation of the requirements for a bank guarantee: does the term "guarantee period" include the extended six-year guarantee specified in clause 44.2.2. Appendix 13 "Draft agreement"?</li> </ul>	<p>YES.</p> <p>Full and proper fulfillment of obligations under the Agreement, among other things, includes the fulfillment of warranty obligations.</p> <p>NO.</p> <p>The bank guarantee and the guarantee period do not depend on each other. The warranty period refers to the performance of maintenance and all related obligations. The bank guarantee and its term are not directly related to the guarantee period for rolling stock, but are linked to all obligations under the contract.</p>
24	<p>In clause 45.3. Appendix 13 of the tender documentation "Draft Agreement" indicates the time for eliminating defects during the warranty period for defects of level A and level B - 24 hours and 72 hours, respectively.</p> <p>Question: Is there a mechanism for regulating (increasing) these terms in the event of an unexpected failure of units, the replacement and / or repair of which, according to the technological process and / or due to a long production time, goes beyond the established limits of 24 hours and 72 hours?</p>	<p>YES.</p> <p>This mechanism is formulated in paragraph 45.3 of Appendix 13 (draft contract), in Chatsnotsi, text in brackets.</p>
26	<p>Appendix 2 [...]:</p> <ul style="list-style-type: none"> <li>- in clause 2-13.5.2. there are requirements for the organization of a place for passengers with disabilities in the head car (availability of an appropriate toilet, an equipped place and a lifting boarding device).</li> </ul> <p>Question: Is it allowed to equip one of the intermediate cars (instead of the head car) for the transportation of passengers with disabilities?</p>	<p>YES.</p> <p>It is allowed to equip one of the intermediate cars, instead of the head car, for the transportation of passengers with disabilities. However, the deviation from the specification should be indicated and justified in the bid with UTY approval. The bidder should demonstrate that the alternative solution is not translated in any decreasing of performance. UTY is entitled to reject the bid if not satisfactory arguments are presented in the justification.</p>

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27	<p>Appendix 2 [...]:</p> <p>- paragraph 7 of Table 1 of paragraph 2-1 states that the design speed of trains must be at least 120-160 km/h. However, paragraph 8 of Table 1 of paragraph 2-1 states that there must be standing room for passengers. These two points contradict the requirements of GOST, because. standing passengers are allowed at speeds up to 120 km/h.</p> <p>Question: Is it allowed by internal permits/regulations/rules of the Uzbekistan Railways to carry passengers at a train speed of 160 km/h?</p>	<p>NO.</p> <p>Transportation of standing passengers at a train speed of 160 km / h is not allowed by internal permits / regulations / rules of the railway of Uzbekistan. Permissible speed for standing passengers is 120 km/h.</p>
28	<p>Appendix 2 [...]:</p> <p>- in paragraph 2-2.4 . it is specified that in the event of derailment of wheel pairs, it should be possible to partially lift the wagons with the help of jacks for one of the bogies.</p> <p>Question: Is it possible, instead of partial lifting by the bogie, partial lifting by the body through specially provided places?</p>	<p>YES.</p> <p>Partial lifting by the body is allowed through specially provided places instead of partial lifting by the bogie.</p> <p>However, the deviation from the specification</p> <p>- shall be identified and justified in bid concept (offer) for UTY approval. The bidder shall demonstrate that the alternative solution is not translated in any decreasing of performance. UTY is entitled to reject the proposal if not satisfactory arguments are presented in the offer.</p>
29	<p>Appendix 2 [...]:</p> <p>- in paragraph 2-19.5 . it is stated that electric trains must be serviced under existing conditions in the Customer's locomotive depots, which do not require the introduction and installation of special equipment for the maintenance and repair of electric trains.</p> <p>Question: in order to properly analyze for compliance with this paragraph, please provide a list and description of the equipment currently available at the Customer's depot.</p>	<p>In accordance with paragraphs 12.4 and 12.5, the tender participant must inspect the depots listed in Appendix No. 5 to develop an application. The depot inspection method, inspection time and other organizational issues will be published later.</p> <p>The customer will provide information regarding the depot in accordance with the request of the participants based on the inspection of the depot. The composition and scope of information about the depot to be provided to the tenderers will be determined by the Customer based on the requests of the participants after the inspection of the depot.</p>
30	<p>Appendix 2 [...]:</p> <p>- in paragraphs 1-3.3 . and 1-3.5. it is specified that electric trains must be equipped to operate in a system of many units of this type and be compatible with the infrastructure and rolling stock of 1520 mm gauge railways.</p> <p>Question: Do the concepts of “similar type” and “rolling stock of 1520 mm gauge railways” imply compatibility of new electric trains with electric trains currently operated by the Customer?</p>	<p>Clause 1.3.3 in Appendix No. 2 means the requirement for the compatibility of 34 electric trains with each other and ensuring their operation in a system of many units.</p> <p>Clause 1.3.5 in Appendix No. 2 implies, for example, the possibility of providing shunting work with the existing rolling stock of 1520 mm gauge railways.</p>



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No.	Question	Answer
31	The date of filing applications for the PIU-06 procurement procedure was postponed to January 31, 2023. The corresponding announcement was published on November 25, 2022 on the official Web-Site Uti.	The deadline of submitting tenders for the procurement procedure #PIU-06 is postponed to January 31, 2023. The corresponding announcement was published on November 25, 2022 on the official Web-site of UTY.
32	[...] extend the deadline for submission of tenders until 25.02.2023. Deadline until November 25 this year . does not allow us to present a high quality package that we are ready to offer for your railways.	The deadline of submitting tenders for the procurement procedure #PIU-06 is postponed to January 31, 2023. The corresponding announcement was published on November 25, 2022 on the official Web-site of UTY.
33	We kindly ask you to extend the application deadline by 4 weeks.	The deadline of submitting tenders for the procurement procedure #PIU-06 is postponed to January 31, 2023. The corresponding announcement was published on November 25, 2022 on the official Web-site of UTY.
34	Considering that along with the technical and commercial proposal, the participant must also involve a financial institution to provide a loan solution for this project, for the normal preparation of the above-mentioned tender proposals, we ask you to extend the deadline for submitting tender proposals from 25 Nov. 2022 until 30 Dec. 2022.	The deadline of submitting tenders for the procurement procedure #PIU-06 is postponed to January 31, 2023. The corresponding announcement was published on November 25, 2022 on the official Web-site of UTY.
35	[...] I am convincing to consider the possibility of transferring the deadline for submitting tender offers from November 25 to the current year until January 31, 2023 in order to ensure the highest quality preparation of comprehensive technical and financial rights from our company, taking into account the significant amount of the required documentation.	The deadline of submitting tenders for the procurement procedure #PIU-06 is postponed to January 31, 2023. The corresponding announcement was published on November 25, 2022 on the official Web-site of UTY.
40	[...] I ask [...] to consider the possibility of visiting by the delegation of ---- depot of Uzbekistan, "Afrosiyob", "Kokand" and "Karshi" in early December of this year on the dates convenient for [for the US].	The dates of field visits to the territory of the depot, indicated in Appendix 5, will be published additionally and in advance on the official Web-site of the UTY.
41	Given the large amount of preparation of materials for the tender proposal, and Also, the late deadline for making clarifications in the tender documentation, I ask you to consider the ability to transfer the deadline for submitting tender offers for the Nopiu-06 project to 22 February 2023.	The deadline of submitting tenders for the procurement procedure #PIU-06 is postponed to January 31, 2023. The corresponding announcement was published on November 25, 2022 on the official Web-site of UTY.

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No.	Question	Answer
43	The request for Uzbekistan Temir Yullari JSC transfer the deadline for submitting tender offers from November 25, 2022 to February 28, 2023, taking into account the untimely announcement of the addition to the international tender for the supply of 34 modern electric trains (electric trains)	The deadline of submitting tenders for the procurement procedure #PIU-06 is postponed to January 31, 2023. The corresponding announcement was published on November 25, 2022 on the official Web-site of UTY.
45	Are the equipment for major repairs in the list of equipment necessary for servicing electric trains in Appendix 3? If so, according to what will be determined by the number of equipment for major repairs? To ensure the overhaul of one wagon or simultaneous overhaul of one electric train? For example, a stationary machine for lifting the car body, for repairing one carriage, 4 pcs are required, and for repair 2 wagons- 8 pcs.	NO. Equipment for the overhaul of electric trains as an integral part of equipment for maintaining electric trains is the subject of Appendix 5, in which paragraphs 2 and 3 are directly related to the overhaul and composition of the depot equipment. The composition and number of equipment for major repairs, as well as for service, electric trains are developed by the participant in accordance with the provisions and requirements of Appendix 5 to carry out all the necessary work for maintenance and overhaul of all 34 electric trains. During the warranty period of service and during the validity period of the warranty for the execution of the contract (Appendix 13), the customer, together with the supplier or independently, assesses the sufficiency of equipment in practice and has the right to unilaterally put the financial claim to the supplier if he discovers insufficiency in the amount of or in the amount equipment that the supplier developed and included in his application.
46	Appendix 6 in the Fin 10 table indicates 10 USDs for 1 person-hour, and in the note, 2 USD/hour. Please clarify which figure is true.	In the FIN10 table, as well as in the FIN11 table, of Appendix 6 in the column with number [6] should be considered true the expression: [6] = [4] + [5] x 2 USD. Appendix 6 will be adjusted in the part specified on the issue, and the accessibility of the updated version on the site will be announced additionally.
47	In Appendix 2 according to paragraph 2-11.8 “Alarm/ Automatic Protection System”, the installation of a comprehensive locomotive unified train safety device, which we consider necessary to ensure the safety of train traffic, is not pre-war. We ask you to shade whether it is necessary to install a comprehensive locomotive unified train safety device, which adapts to the infrastructure of the railway of the Republic of Uzbekistan.	Yes The installation of locomotive in the train safety device is provided, which adapts to the infrastructure of the railway of the Republic of Uzbekistan. However, pre -absorb with the customer.
48	According to paragraph 5) of the NO1 application, does the tender participant mean as the only agent of interaction between the customer and the financial organization? If several participants in the tender provide their financial proposal to one finish organization, will these participants be rejected?	The expression “the only agent of interaction” implies the lack of any legal or individuals, except for the participant in the tender, for the organization of interaction and document management between the involved financial organization and the customer as part of the tender application from the tender participant.

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No.	Question	Answer
		No, different participants in the tender can involve the same financial organization, while each of them independently organizes interaction with the involved financial organization.
53	In paragraph 30.2 of Appendix 13, "Documents will be farded in Russian and in the original language", for not English -speaking countries, the "original language" should be the legal language of the country? Or "English language" is written as the "original language" by mistake.	YES. The word-chain "original language" in the point 30.2 of Annex 13 must be read and comprehend as "english language".
55	In Appendix 5, there is little information about the depot, without examining the depot, it is difficult to provide adaptation information for maintenance for each depot. Will there be a depot examination?	The dates of field visits to the territory of the depot, indicated in Appendix 5, will be published additionally and in advance on the official Web-site of the UTY.
56	On October 14, we sent a request for more detailed information and those. For the parameters [...], please send detailed information and complete documentation of the tender with applications in English.	The tender documentation in English and Russian is attached to the announcement of November 4, 2022 on the official Web-site, as the hyperlink to the source of the digital data archive. To download the information may be required to resolve the POP-up messages in the browser and permission to save information on the disk of your IT terminal.
57	On the confidence we may receive additional information about the tendering process, timings as well as characteristics of vehicles, we do remain.	The tender documentation in English and Russian is attached to the announcement of November 4, 2022 on the official Web-site, as the hyperlink to the source of the digital data archive. To download the information may be required to resolve the POP-up messages in the browser and permission to save information on the disk of your IT terminal.
58	Would UTY accept to consider an extension of time for tender submission of 3 (three additional months, thus postponing bid submittal date to 25.02.2023, we believe that it would greatly help to improve the accuracy and the competitiveness of the submitted offers.	The deadline of submitting tenders for the procurement procedure #PIU-06 is postponed to January 31, 2023. The corresponding announcement was published on November 25, 2022 on the official Web-site of UTY.