

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 16-Jan-2023

Tashkent, Uzbekistan

Jan 20, 2023

**ATTENTION:**

The question number in the column “No.” of the table below corresponds to the serial number of the question in the general registry of the procedure PIU-06, the absence of any number means that the answer to the missed question is in development.

All questions are anonymized.

**DISCLAIMER:**

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

No.	Question	Answer
6	Second advance payment refund form not provided. Please introduce her.	The form of the return of the second advance payment according to the format corresponds to the form of the return of the first advance payment.
7	In accordance with the tender documentation, a collateral obligation-bank guarantee is required, we plan to issue this guarantee in the form of SWIFT MT760. Please confirm whether this decision has been made and provide complete information in English about the Customer's bank, including the Customer's name, address, bank name and address, SWIFT number, account number.	Swift MT760 is acceptable. Details: "O'zbekiston Temir Yo'llari" JSC, 7, Taras Shevchenko Str., Tashkent, Uzbekistan; ACC: 20210840400600315014; National Bank for Foreign Economic Activity of Republic of Uzbekistan, Tashkent, Uzbekistan, Swift NBFAUZ2X.
17	According to paragraph 8-10.1.1 of Appendix 2, there are three training courses at your enterprise with a total of 21 people, but the time and number of people for each course is not indicated, please clarify.	3 groups, in each group there are 7 people, a separate course for each group, each course of at least 80 hours.

No.	Question	Answer
25	Appendix 2 of the tender documentation "Technical specification": - in paragraph 2-13.2.1. specified that the cars must be equipped with automatic side doors with centralized control, two on each side. Question: Is it allowed to have only one door on each side for head cars?	It is allowed to have one side door in the head car, provided that the landing and caral of passengers in the head carriage will correspond to the ease of the intermediate wagons in time, namely, the number of passengers in the head wagon will be directly proportional to the number of passengers in intermediate wagons.
37	What are the possible conditions for repaying the main debt on the loan (grace period, repayment frequency)?	The conditions for repayment of the main debt, including the frequency of payments twice a year, are part of the financial proposal, which is developed by the participant together with the involved financial organization, which ensures borrowed financing for the execution of the contract for the supply of 34 electric shows, taking into account the requirements of tender documentation, including the Fin-12 table Applications No. 6.
38	What is the possible schedule for paying interest on the loan (monthly/ quarterly)?	The conditions for repaying interest on the loan, including interest payments on the loan, are part of the financial offer, which is developed by the participant together with the involved financial organization, which ensures borrowed financing for the execution of the contract for the supply of 34 electric shows, taking into account the requirements of tender documentation, including the Fin-12 table from the application No. 6.
44	In paragraph 9-1.8 of Appendix 2, a list of III-list of consumables for the warranty period (2 years) is provided. Are consumables included in spare parts for preventive maintenance of electric trains for 5 (five) years in Appendix 3? If so, then there will be a contradiction between them (i.e., the list of supplies for the warranty period will be again).	Consumables and any spare parts, examples of which are indicated in the list II in paragraph 9-1.8 of Appendix 2, as well as any other spare parts, in other lists, are included in the full composition of the spare parts for 5 years, indicated in Appendix 3. Separation of Lists are required for transparency of control and comparison of applications.

No.	Question	Answer
50	Appendix 8 under paragraph 3.3 "Financial Resources" provides "financial resources determined in the FIN-3, correspond or exceed its required share of 40% (25%) of the general requirements for this contract." Please clarify, the general requirements mean 90 million USD in paragraph 3.2 of the "average annual turnover" of Appendix 8? Or starting purposes for indicators (A1+A2+A3+A4+A5) in paragraph 21.5 of the tender procedure - the cost of the contract 390 222 715,46usd?	"Financial resources" in paragraph 3.3 of Appendix 8 must comply or exceed the specified shares in relation to the starting amount of the contract specified in paragraph 21.5 of the Rules of the Tender procedure, but taking into account the production schedule and supply of electric trains that the participant is developed. For example, the participant developed and included in the application the supply schedule of 34 electric trains for 3 years, which corresponds to an average of about 130 million USD per year, respectively, the values in paragraph 3.3 of Appendix 8 should be compared with the basic value of 130 million USDs.
51	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? If not the same, is it possible to integrate these two equipment into one equipment that simultaneously satisfies the two requirements?	NO. These objects are not the same. The training cabin in paragraph 8-10.2.1 involves the use of it as a simulation in training, and the one indicated in Appendix 3 (modular cabin) implies its use for unscheduled repair.
52	In paragraph 2-8.3.6 of Appendix 2 "In the case of the contradiction between the GOSTs specified in section 2.5 ...", "Section 2.5" was not found in Appendix 2, I ask you to clearly indicate the specific and exact number of the section "Section 2.5" from the above.	It is true to consider the following: In the case of the contradiction between the GOSTs specified in section 2-5, and EN, indicated in the same section, the most strict requirement should be used.
59	In order to receive proposals for financing this project from the export bank of Poland, you must get the following documents and information from you: Who will be the recipient of the loan ...	JSC "Uzbekistan Temir Yullari". Official site: <a href="https://railway.uz/en/">https://railway.uz/en/</a> . Please note that the risk -language version of the site may contain more information, including the details of the audited reports, <a href="https://railway.uz/en/">https://railway.uz/en/</a> .

No.	Question	Answer
60	In order to receive proposals for financing this project from the export bank of Poland, you must get the following documents and information from you: ... the status of an enterprise receiving a loan, financial situation, income forecast ...	Information about the financial situation is in the public domain on the website <a href="http://www.railway.uz">www.railway.uz</a> (link to section: <a href="https://railway.uz/en/proekty/9018">https://railway.uz/en/proekty/9018</a> )
63	Given the very larger amount of documents that must be prepared for submitting a proposal: technical and financial proposals, JSC Pesa appeals to you with a request to extend the deadline for submitting tender documents until 02.28.2023.	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.
64	<p>Regarding the answer to the 10th question: in paragraphs 9-1.8 there are three lists of spare parts from Appendix 2:  I-scenes of spare parts-for the warranty period (2 years); II registration of capital spare parts-for 5 years; III records of consumables-for the warranty period (2 years); And in Appendix 3 there are also spare parts: 1) spare parts for the preventive maintenance of electric trains for 5 (five) years in accordance with the maintenance plan [indicator "A4"]; 2) recommended strategic spare parts for the corrective (unscheduled) repair For 5 years [indicator "A3"]</p> <p>Questions:  What is the relationship between the three lists of SIPs from Appendix 2 and tables of spare parts from Appendix 3? We understand that from the point of view of content, they do not correspond to each other and do not contain each other. The response says that "lists of spare parts from Appendix 2 are minimal requirements, and tables with lists of spare parts in Appendix 3 are a form for a " technical proposal ", if so, please inform, the list I, II, III from Appendix 2, respectively, use What table is from Appendix 3?</p>	<p>Addition to the answer to the 10th question.  Lists of I, II and III in Appendix 2 are the minimum requirement, indicative lists as an explanation for information in Appendix 3, and are fully included in the tables in Appendix 3. In the answer to question 10, it indicates that the names of tables and lists in Appendix 2 and Appendix 3 will be harmonized, expect the update of the documentation.</p>

No.	Question	Answer
65	<p>Regarding the answer to the 12th question: in clause 9-1.8, “all the above spare parts are provided from Appendix 2 ... included in the price of electric trains, and prices should be indicated only for customs purposes, and not for the purpose of evaluating goods. ” The response says that the goal is that “optimizing the costs of customs clearance operations”.</p> <p>Questions:</p> <p>1) The list I, II, III from Appendix 2 is not for the purpose of evaluating goods, but the tables of spare parts from Appendix 3 for the purpose of evaluating goods. At the same time, can we assume that they belong to the independent ZIP of two different categories, we are separately belonging to them?</p> <p>2) If you think, in order to “optimize the costs of customs clearance operations”, the ZIPs from Appendix 2 are included in the price of electric trains, then the spare parts from Appendix 3 are also concerned with this issue, are you not going to “optimize the costs of customs clearance operations” ?</p> <p>3) If the ZIPs from Appendix 2 are included in the price of electric trains, how will you pay for these ZIPs? Payment will be on the basis of the customs documentation of these SIPs? But in it the price is not real, only for customs cleaning, this operation is not available in practice. In addition, this easily leads to a repeated calculation of the SIPs from Appendix 2.</p>	<p>Addition to the answer to the 12th question.</p> <p>All spare parts specified in the tables of Appendix 3 will participate in comparison with the proposals according to the rules of sections of 20-21 tender rules, and the indicated cost of spare parts will be paid to the winner of the tender. At the same time, the wording of the supply contract will be adapted so that the cost of the spare parts specified in the tables of Appendix 3 is added to the cost of electric trains, no more and no less.</p>
66	<p>In Appendix 3 in the table “List of equipment necessary for servicing electric trains”, the first item - “Simulator of driving an electric train with a control panel, monitor, software and equipment where you can simulate various operating modes, situations and damaged”, and according to paragraph 8- 10.2.1 from Appendix 2 is required to provide a cabin of the</p>	<p>Not the same. It is impossible to integrate.</p>

No.	Question	Answer
	cabin for learning, please confirm that they are the same or not? If not the same, is it possible to integrate these two equipment into one equipment that simultaneously satisfies the two requirements?	
67	<p>Regarding the answer to the 21st question:                  You have already clarified that the “annual run” correspond to the value of 265,000 km, in some part of the tender documentation it also applies to the purpose of 78,000 km, for example, in paragraph 21.3 of the tender documentation in the formula “E” and “78000-medium mileage (kilometer) of the electric train for 1 year”. Once again, we ask you to clarify, it is necessary to fix 265,000 km in paragraphs 1-5.3 from the application 2 to 78,000 km. Or back? We believe that the annual mileage of 78000 km is closer to the real requirement of operation in Uzbekistan, the reason is that the electric train is operated as an interregional or suburban message at a full speed of 120 km/h, 6.05 hours a day, 365 days a year, as a result An annual mileage can reach 265,000 km, it was far from the real requirement of the operation of electric trains on the way in Uzbekistan, this leads to a large deviation in the calculation of operational costs, maintenance and repair costs, as well as overhaul intervals for the entire project. We do not know why you refused an annual run of 78,000 kilometers, which is closer to the real requirements of operation in Uzbekistan, and chose 265,000 kilometers, which is more like the requirements for the operation of a high-speed railway? Please provide a justification for the calculation of annual run.</p>	<p>Addition to the answer to question 21.                  The value of 265,000 km is the maximum value for the annual run, which determines the operational resource of the electric train and which is used, including for designing the repair program, and the value of 78,000 km is used for other indicators, including the formula for calculating energy consumption.</p> <p>The relevant provisions of the procurement documentation will be specified in accordance with the provisions of this answer.                  Expect the publication of adjusted documentation.                  Before the publication of adjusted documentation, please use this answer to develop a proposal.</p>

No.	Question	Answer
68	<p>Regarding the answer to the 45th question:                      According to your answer, the list of equipment necessary for servicing electric trains in Appendix 3 does not contain equipment for major repairs, this is already clear. According to paragraphs 2-20.6 from Appendix 2 "12 Standard DPDs (2 portable diagnostic devices on 6 depot) on a free basis ...", 12 DDDs on a reimbursable basis will be included in the list of equipment necessary for servicing electric trains in Appendix 3, we ask for confirm. In addition to the requirements of clause 2-20.6 from Appendix 2, other equipment from the list of equipment necessary for servicing electric trains in Appendix 3 will be equipped for servicing 34 electric trains in one place, we ask you to confirm.</p>	<p>Clarification of the answer to the 45th question and the answer to the 68th question related to it.                      The list of equipment for major repairs should be indicated in the table on page 4 of Appendix 3 "List of equipment required for maintenance of electric trains", the specified table in Appendix 3 will be adjusted to indicate not only quantity, but also prices.                      Appendix 5 is still used to develop a project for adaptation of the specified depot to maintaining electric trains, on the basis of Appendix 5 and the Depot adaptation project, the participant forms the composition of equipment for all types of electric trains, including major repairs, respectively, the composition of all equipment for all types of repair is indicated . Based on the project of adaptation of the depot, the participant indicates a list of all equipment in Appendix 3 in the above table indicating the price.                      It is advisable to take into account that during the warranty period and within the validity period of the warranty support 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 finds insufficiency in The composition or in the number of equipment that the supplier developed and included in his application.                      Appendix 3 will be adjusted in accordance with the provisions of this answer.                      Expect the publication of adjusted documentation.                      Before the publication of adjusted documentation, please use this answer to develop a proposal.</p>



No.	Question	Answer
		<p>The response regarding the PDU and the distribution of equipment for all types of repair 34 electric trains.</p> <p>Equipment for all types of repairs, including capital, for all 34 electric trains should be distributed in 4 depots in accordance with Appendix 5. The participant in accordance with Appendix 5 develops the adaptation project 4 of the depot, where the composition of the equipment in each depot indicates. The customer provides the opportunity to visit each depot for an introductory visit and also provides technical documentation on the depot on request. The date of the introductory visit of 4 depot will be indicated additionally.</p> <p>The customer expects the provision of 8 TPDs on the free basis: 2 PDU for each of the 4 depots specified in Appendix 5. Clause 2-20.6 Appendix 2 will be adjusted in accordance with the provisions of this answer.</p> <p>Expect the publication of adjusted documentation.</p> <p>Before the publication of adjusted documentation, please use this answer to develop a proposal.</p>
69	<p>The list of equipment necessary for servicing electric trains in Appendix 3 corresponds to the FIN-7 table from Appendix 6, in which you need to calculate the A2-sales for equipment necessary for maintenance (without overhaul) 34 electric trains for 30 years. Given the service life of the equipment, equipment from the list of equipment necessary for servicing electric trains in Appendix 3 cannot be delivered within 30 years, this contradicts the foregoing delivery time. We understand that 30 years are used only to calculate the cost, and the amount of the contract for the list of equipment necessary for servicing electric trains in Appendix 3 should be</p>	<p>No, we do not confirm.</p> <p>In the form of the FIN-7 of Appendix 6 "Financial offer" in columns 3, 4 and 5, the cost parameters are indicated, which will be included in the supply contract, and the column 6 and 7 indicates the parameters for which the proposals will be compared on the basis of the life cycle in accordance with formulas from paragraphs of 20-21 basic rules of the tender.</p>

No.	Question	Answer
	<p>used in a column 5 of the form of the FIN-7 form from Appendix 6, and not in column 7. We will put equipment for service According to columns 3 (quantity), 4 (price) and 5 (amount) form FIN-7, and not according to the column 7. We ask you to confirm.</p>	
70	<p>We noticed that the information in English about the customer's bank is translated from the Russian language and is not true. True information in English about the customer's bank is very important and complex in the process of issuing a bank guarantee, please provide complete and correct information in English about the customer's bank, including the customer's name, address, name and address of the bank, SWIFT number, account number etc. We plan to release a bank guarantee in the form of SWIFT MT760. Confirm if this decision is made?</p>	<p>Swift MT760 is acceptable. Details: "O'zbekiston Temir Yo'llari" JSC, 7, Taras Shevchenko Str., Tashkent, Uzbekistan; ACC: 20210840400600315014; National Bank for Foreign Economic Activity of Republic of Uzbekistan, Tashkent, Uzbekistan, Swift NBFAUZ2X.</p>
72	<p>Section 1-1.2 Appendices 2 (TS of an electric train):                      Without prejudice to security requirements, in detail set forth in this technical specification, the supplier must demonstrate to the customer that the electric train complies with all the rules and security legislation. The electric train and its components should not in any way be dangerous for passengers, members of the locomotive team, maintenance personnel and any persons who have legal grounds near the electric train.                      Question:                      1. Please specify what safety and legislation rules must be respected.                      2. Is there any special procedure for acceptance of the system in the rules and security legislation?</p>	<p>1. Section 1-8 of Appendix 2 contains the necessary information in terms of regulatory legal acts, standards and other documents, the requirements of which in relation to labor protection and technology must be carried out.                      2. The acceptance procedure is carried out in accordance with Section 8-1 of Appendix 2. There are no other requirements.</p>

No.	Question	Answer
73	<p>Section 1-3.2 Applications 2 (TS of the electric train):                      A car for passengers with disabilities should have: a mechanism for lifting and lowering the wheelchair, a place for travel, a universal toilet. The interior layout is submitted to the UTY JSC for final approval.</p> <p>Question:                      Please specify whether the rise and lowering of the mechanism of a wheelchair of a portable ramp, installed by the personnel manually, means manually.</p>	<p>Please do not consider a portable ramp (ramp) as a means for planting passengers with disabilities. This system must be mechanical (like an elevator). For example, a lifting device for planting and planting a passenger in a wheelchair, installed in the vestibule of a railway car, containing a case placed in a protective fence with a supporting element, articulated on the wall of the car, associated with the housing lifting platform made in the form of two telescopic sliding sites, installed with the possibility of vertical movement relative to the housing from the electric drive and equipped with a security barrier made in the form of folding appellations mounted from the ends of the platform, and a restrictive handrail connected to a lifting platform with the possibility of rotation.</p>
76	<p>Section 1-5.3 Applications 2 (TS of an electric train):                      The electric train is designed taking into account the annual run <math>265 \cdot 10^3</math> km. The average overhaul should be carried out every 6 years or after <math>1.6 \cdot 10^6</math> km or after 6+1 year if the service life is <math>1.6 \cdot 10^6</math> km and the condition of the electric train allows extension for one year.</p> <p>Question:                      Preventive maintenance of a axle bearing must be carried out before a run of <math>1.2 \cdot 10^6</math> km. Is it possible to use an exceptional interval for a axle bearing?</p>	<p>YES.                      It is allowed to use an exceptional interval for a axle bearing.</p>
77	<p>Section 1-7.7 of Appendix 2 (TS of an electric train):                      The design of the seats should not contribute to the spread of fire in testing according to the NPB 109-96 methodology.</p> <p>Question:                      As for the characteristics of the spread of fire for the seat, please tell us if the EN 45545-2 standard is acceptable (hazard 2) as an equivalent</p>	<p>In case of discrepancy between standards, they are guided by a more stringent standard.</p>

No.	Question	Answer
	international fire safety standard instead of NPB 109-96.	
78	<p>Section 2-3.2 Applications 2 (TS of the electric train):  When the main power is turned off, it should be ensured by maintaining in working condition (from the battery) funds for the safety of the life support of passengers and train personnel:  - Train protection system,  - engine control and brake</p> <p>Question:  With the loss of the main power, the power plant cannot create a traction force and a dynamic brake force. Thus, it is understood that “maintaining in working condition” means that the power control unit will not be disconnected in case of loss of the main power.  Please specify whether our understanding is true.</p>	<p>This understanding is true, should provide emergency lighting and brake control.</p> <p>Appendix 2 will be adjusted in accordance with the provisions of this answer.  Expect the publication of adjusted documentation.  Before the publication of adjusted documentation, please use this answer to develop a proposal.</p>
79	<p>Section 2-4.1 of Appendix 2 (TS of an electric train):  When de -energized, the electric train must provide transportation at a distance of up to 600 km without damage to equipment not a single electric train. After such towing, it should be possible to supply electricity to an electric train without any service or special inspection.</p> <p>Question:  We understand that a de -energized train (electric train) is towed by a locomotive. The locomotive does not participate in the tender.  Please specify whether our understanding is true.</p>	<p>The list of procurement objects is presented in section 5 of the rules for filing and evaluating tender applications and negotiations. Locomotive is not an object of this purchase.</p>

No.	Question	Answer
80	<p>Section 2-5.1.2 Appendices 2 (TS of an electric train):  The free space for standing passengers, necessary for calculating the maximum capacity, is determined taking into account the area for the sitting of wheelchairs and areas under the lifting seats.  Question:  Does this mean that the lifting seat (folding seat) should not be included in the number of passengers? Please clarify.</p>	<p>According to section 21 of the rules for filing and evaluating tender applications and conducting negotiations to evaluate the most economically advantageous tender application, the number of places, in all 34 electric trains, is calculated without taking into account folding seats and places for wheelchairs</p>
81	<p>Section 2-10.1.7 Appendices 2 (TS of an electric train):  Boxes with electrical equipment should be protected from extraneous objects, dust, rain, snow and moisture and have a degree of protection of electrical buildings not lower than IP65 according to GOST 14254-2015 or an equivalent international standard.  Question:  1) We offer a combined variable box consisting of the main circuit breaker, a power transformer of alternating current and a grounding switch, and the IP-code of this box is IP56. This box is mounted on the roof, and the effectiveness of protection was proved in another such project. So, can we offer this box in this project?  2) We suggest that the box of the traction converter use IP65, with the exception of the air intake/release from the cooling part. Please specify that part of the cooling system is not used at the IP code level.</p>	<p>1) No. Requirements of paragraph 2-10.1.7 of Appendix 2, in terms of the degree of protection of electrical buildings not lower than IP65 in accordance with GOST 14254-2015 or the equivalent international standard remain unchanged  2) Yes. The exclusion is applied in terms of the cooling of the traction converter box.</p>
83	<p>Section 2-10.9.1 of Appendix 2 (TS of an electric train):  With the exception of the function of emergency braking, no functions can be performed in the driven cabin.  Question:  This wording includes the functions of the speakerphone (PA)?</p>	<p>NO.  This wording does not include the loud communication function (PA).</p>

No.	Question	Answer
84	<p>Section 2-11.4.10 of Appendix 2 (TS of an electric train):  The control system should be made on a modern microprocessor, allow you to manage the train from only one cabin, to provide the working cabin with all the information about the work of other trains when working in a system from many units. TCMS architecture should be based at the current level of development of railway technologies.</p> <p>Question:  Is work with several blocks required?  If work is required in several units, how many trains should be connected?  Do you need a maximum of two trains?  Please specify whether work with several blocks is required.</p>	<p>Section 2-10.9 of Appendix 2 provides for requirements for the required number of trains with a single management during the operation of electric trains in the system of many units.</p> <p>It is required to work with several blocks, taking into account the work of the train in the system of many units (2 trains).</p>
85	<p>Section 2-11.5.2 Appendices 2 (TS of an electric train):  - The exchange of information with objects of railway infrastructure, when designing, the exchange path should be fixed without additional costs for UTY JSC.</p> <p>Question:  What does the “exchange path” mean? Is this LTE, for example?  If your communication method is LTE and 3G, does UTY provide an activated SIM card?  Please specify what exchange path (equipment) and information is expected.</p>	<p>At the moment, LTE technology is mainly used, but Wi-Fi is also planned to connect.</p> <p>The customer, JSC "Uti", will provide the necessary SIM card.</p>
86	<p>Section 2-11.5.18 of Appendix 2 (TS of an electric train):  Equipment for ensuring passenger access to the Intranet network (server, Wi-Fi equipment)</p> <p>Question:  The method of communication of the train with the Wi-Fi or LTE railway</p>	<p>At the moment, LTE technology is mainly used. Such equipment should support at least 4 mobile operators and the ability to automatically switch to a mobile operator with the best signal in a particular geo-point.</p>

No.	Question	Answer
	<p>infrastructure?  Please check the method of message between train and railway infrastructure.</p>	
89	<p>Section 2-12.1.2 Appendices 2 (TS of the electric train):  Places of the driver and assistant must have a sanitary and epidemiological document certifying compliance with the requirements of sanitary legislation issued in the prescribed manner, and a certificate of conformity.  Question:  It is not clear what types of certification should be presented. It seems that additional detailed requirements are needed, such as a specific rule or process, and please provide additional information.</p>	<p>According to Section 2-13.4 of the Applications 2 of the driver, as well as the seats in the car, they must comply with the requirements of SP 2.5.1198 and have a document confirming this compliance.</p>
90	<p>Section 2-13.1.3 Appendices 2 (TS of an electric train):  The head car must be equipped with special holders for baby strollers.  Question:  1. Two (2) head cars should have a holder for a baby stroller?  If in one head car there is a place for a wheelchair, then in the other head car there should still be an additional place for a baby stroller?  2. Indicate which holder for the stroller is required.</p>	<p>According to paragraph 2-13.2.1. Applications 2 on the head wagons The first sashes of the outer entrance doors should be equipped with lighting lights for planting and eating passengers.</p>
91	<p>Section 2-13.2.1 of Appendix 2 (TS of an electric train):  Wagons should be equipped with automatic side doors with centralized control, two on each side.  On the head wagons, the first outer entrance doors wagons should be equipped with lamps for planting and planting passengers. External entrance doors should have reliable sealing, heat and sound insulation, as well as convenient and safe devices for opening and closing them.</p>	<p>According to paragraph 2-13.2.1. Applications 2 on the head wagons The first sashes of the outer entrance doors should be equipped with lights of control over the landing and eating passengers</p>

No.	Question	Answer
	<p>Question:  Please tell us if this means the installation of door lighting only on the first door of the head car.  Is this normal if other doors are not equipped with them?</p>	
92	<p>Section 2-13.4.4 Applications 2 (TS of an electric train):  Seats located in places intended for placing wheelchair users should be equipped with manual lowering passengers.  Question:  Does this require the installation of folding seat in the parking lot for wheelchairs?</p>	<p>Installation of folding seats for people accompanying disabled people is not required.</p>
93	<p>Section 2-13.5.2 Appendices 2 (TS of an electric train):  As part of the electric train, one head (or tail) wagon should be equipped with a tool that allows passengers with disabilities, as well as to other low-mobility groups of the population (hereinafter - MGN) to enter/leave the electric train. train. In the case of solving a lifting device sold by the supplier, it is necessary to take into account the carrying capacity of 300 kg.  This car should be equipped with PRM:  -one universal toilet for a passenger with disabilities,  -with a lifting device, a lifting ramp on both sides of the car, ensuring the landing and landing of wheelchair users from low infrastructure of UTY JSC, taking into account the requirements for unhindered access to the car and passing of wheelchair users to the location;  -Not less than one place for passengers with disabilities in strollers and faces accompanying them.  Question:</p>	<p>1) Please do not consider a portable ramp (ramp) as a means for planting passengers with disabilities. This system must be mechanical (like an elevator). For example  A lifting device for planting and planting a passenger in a wheelchair, installed in the vestibule of a railway car, containing a case placed in a protective fence with a supporting element, articulated on the wall of the car, associated with the housing lifting platform made in the form of two telescopic sliding sites installed from the possibility of vertical movement relative to the housing from the electric drive and equipped with a barrier of security, made in the form of folding appellations mounted from the ends of the platform, and a restrictive handrail, articularly connected to the lifting platform with the possibility of rotation.  2) The installation of folding seats for persons accompanying disabled people is not required.</p>



No.	Question	Answer
	<p>1. Please clarify that the mentioned lifting device (lifting ramp) means a portable ramp installed by the personnel manually.</p> <p>2. At least one seat means that one folding seat should be provided in the parking lot for wheelchairs? Please provide more detailed information about the place for wheelchairs.</p>	
94	<p>Section 2-16.4 Applications 2 (TS of an electric train):                      The driver's cab and each car should be equipped with at least two manual fire extinguishers.                      Question:                      Given that there are few places in the driver's cab, we believe that only one fire extinguisher is enough to have in the cab. Therefore, we propose to place one fire extinguisher in the driver's cab and two in the cabin.                      Please clarify our proposal acceptable or not.</p>	<p>Installation of 2 fire extinguishers is required.</p>
97	<p>Section 1-7.10 of Appendix 2 (TS of an electric train):                      Entering harnesses into a hardware cabinet and cabin should be performed in metal pipes or boxes.                      Question:                      Please clarify the confirming materials for reckoning cables. We need to use flexible pipelines from fire -resistant materials, but not only from metal.</p>	<p>It is allowed to use pipelines from fire -resistant materials that differ from the metals and correspond to the international recognized fire safety renders.</p>

No.	Question	Answer
98	<p>Section 2-9.1.4 Applications 2 (TS of an electric train):                      The electric train must be equipped with a three -phase converter for powering electric motors of the main auxiliary and other equipment. The power, quantity and layout of the converter circuit should be designed for emergency mode to ensure complete reservation in case of failure of one of the auxiliary converters.                      Question:                      "Please specify the definition of" full reservation "in emergency mode.                      If one auxiliary converter fails among the auxiliary converters on the train, the other standard converter supplies a load on the load that refused to the auxiliary converter, fed by additional chains. In this case, degradation of the cooling and heating system may be observed. Half of normal performance is allowed in emergency mode? "</p>	<p>Half of normal performance is allowed in emergency mode.</p>
99	<p>Section 2-9.1.5 Appendices 2 (TS of an electric train):                      Workshops and warehouses of UTY JSC have a standard three -phase power supply 380 in plus a neutral line of 50 Hz. The electric train at each end should have a socket to connect to the circuits of the electric train, which will allow testing, as well as the operation of auxiliary and control circuits. This power source will also ensure the entrance and exit of the electric train from the depot, as well as the internal movement along the workshop in a soft -speed controlled mode.                      Question:                      Please clarify the requirement of the possibility of moving a train along the workshop when 380V voltage from the outlet in the workshops or depot.</p>	<p>The requirement for the possibility of moving a train along the workshop when 380V voltage is only from the outlet in the workshops</p>

No.	Question	Answer
100	<p>Section 2-10.1.5 Appendices 2 (TS of an electric train):                      Non -stop trains through neutral inserts should be provided without disconnecting systems that ensure the safety of movement and the vital activity of passengers and train personnel (brakes, lighting, spotlights, loudspeakers, sound signals, overall signals, doors, railway radio, toilets, and air conditioning systems).</p> <p>Question:                      Please specify whether cooling and heating modes should be preserved when the train passes through the intersection.</p>	<p>NO.                      These modes should not be stored in the indicated case.</p>
101	<p>Section 2-10.1.6 Appendices 2 (TS of an electric train):                      Electrical equipment of electric trains should provide the following operating modes:                      - change in the direction of movement;                      - acceleration of the electric train and its movement with a given speed;                      - maintaining a given speed value;</p> <p>Question:                      Please clarify the mode "" Maintaining a given speed value ""                      Does the so -called "cruise" function in which the train moves at a constant speed set by the driver?</p>	<p>Based on the description of the function of the cruise mode, the mode "maintaining a given speed value" is similar in its function with the "cruise" mode.</p>
102	<p>Section 2-11.1.4 Applications 2 (TS of the electric train):                      At each end of the electric train at the level below the frame, sockets for auxiliary equipment of the depot, external charger, external lighting devices should be provided. The electric train should be equipped with sockets and forks.</p> <p>Question:                      Could you explain in more detail the purpose of sockets and forks</p>	<p>According to paragraph 2-9.1.5. Appendix 2 in the workshop from the network 380 - to check the electric train, in the depot - for the function "Entering the depot".</p>

No.	Question	Answer
	described in this section?	
103	<p>Section 2-11.3.7 Appendices 2 (TS of an electric train): The electric train should be equipped with an “emergency” connection between the 110 V tire to ensure the power battery of the second electric train in the event of failure of the battery or partial discharge.</p> <p>Question: Please check if an “emergency connection” is required in the 110V network project. In our usual design of the battery network, all batteries on the train are usually connected to each other through the train line. In case of failure of one battery, a faulty battery can be disabled using a disconnecter after checking the condition of the train and the battery.</p>	<p>In case of refusal or partial discharge of the battery, it should be provided for the possibility of supplying 110V from the working battery. These conditions must also be met when working as a system of many units.</p>
106	<p>Section 2-13.1.3 Appendices 2 (TS of an electric train): The bicycle should be designed with the possibility of recharging electric bikes and electric scooters.</p> <p>Question: Could you explain in more detail the concept of the design of the area for recharging (type of outlet, quantity and capacity, etc.)?</p>	<p>Type of socket according to the standard of household consumption in the Republic of Uzbekistan in the amount of 1 pc.</p> <p>Appendix 2 will be adjusted in accordance with the provisions of this answer. Expect the publication of adjusted documentation. Before the publication of adjusted documentation, please use this answer to develop a proposal.</p>
107	<p>Section 2-13.2.1 of Appendix 2 (TS of an electric train): Wagons should be equipped with automatic side doors with centralized control, two on each side. On the head wagons, the first outer entrance doors wagons should be equipped with lamps for planting and planting passengers.</p> <p>Question: Please specify the light for planting and landing passengers.</p>	<p>According to paragraph 2-13.2.1 of Appendix 2 on the head wagons, the first sashes of the outer entrance doors should be equipped with lights of control over passenger landing and eating</p>

No.	Question	Answer
108	<p>Section 2-8.3.2 Appendices 2 (TS of an electric train):                      Wheel pairs must comply with GOST 31373-2008, GOST 10791-2011, GOST 4835-2013, GOST 11018-2011 according to GOST 31334-2007 or equivalent international standard</p> <p>Section 2-8.3.3 Applications 2 (TS of the electric train):                      The width of the wheel should be 130 mm +3, -2 for wagons and meet the requirements of GOST. 398-2010, GOST 11018-87 or an analogue of the international standard.</p> <p>Section 2-8.3.4 Applications 2 (TS of an electric train):                      The axial pin must comply with the requirements of GOST 33200-2014 and GOST 4728-2010 or analogue of the international standard.</p> <p>Question:                      Could you clarify what material is required for the wheel and axis?                      # For the wheel                      GOST 398-2010 - Mark steel 2, 4                      GOST 10791-2011 - Mark steel 1, 2, I                      # For the axis                      GOST 31334-2007 - brand became A1, A2, A3, A4.                      GOST 4728-2010 - Mark became OS                      Do wheels required for new/worn?</p>	<p>The choice of material is carried out by the supplier so that this material satisfies the requirements in paragraph 2-8.3.6 of Appendix 2.</p>
112	<p>Point 2-5.4.2 Cab should be design considering that three persons (Driver, Assistant Driver, Instructor Driver) may be present at the same time in the cab. Question: Driver working area is fully equipped for driving and diagnosing the train. There are placed all necessary mechanic and</p>	<p>The working area of the assistant, like the Mashenist, must meet the requirements of paragraph 2-11.5.2 in Appendix 2.</p>

No.	Question	Answer
	electrical tools (DMI) for it. What kind of steering tools should be placed in area of an Assistant driver in the driver cabin?	
114	Point 2-10.6.1 Low Voltage power supply to supply DC loads, 110V. Question: In our projects we normally use 24V DC on-board mains voltage, we don't see any advantages in using 110V DC mains, can 24VDC on-board mains voltage be used?	The on-board network voltage may differ from the declared, based on technical and design solutions present at the supplier.  Appendix 2 will be adjusted in accordance with the provisions of this answer. Expect the publication of adjusted documentation. Before the publication of adjusted documentation, please use this answer to develop a proposal.
115	Point 2-10.8.1 Each cab shall be equipped with a master controller with "FORWARD", "NEUTRAL", "BACKWARD" operational option. % of effort to be applied in correspondence of each position of the controller shall be submitted to the Customer for approval. Question: In our projects, the term master controller means the driving lever (driving control and electrodynamic brakes, air brakes and quick brakes), while the direction selection is FORWARD", "NEUTRAL", "BACKWARD" is done by another controller. It also states that "It is possible to activate the operating position of the driver control when the direction indicator is in neutral" What is the difference in terminology between the main control, the driver control and the direction indicator? Can we present our solution?	The sweater can provide its own resort in relation to the subject described in the issue.

No.	Question	Answer
116	<p>Point 2-11.5.9 All CCTV images shall be stored for equivalent of 10 days of normal service memory. Question: Do we understand correctly that there is not to be an internal camera system on the vehicle, and the 10-day memory is only given in case the cameras are used as rear-view mirrors (i.e. in case no conventional mirrors are installed on the vehicle)? Please provide references to documents and specification points where data transmissions between the vehicle and the ground infrastructure are discussed.</p>	<p>Video surveillance system (organized at the request of the customer)                      To organize a video surveillance system, the electric train must be equipped with technical equipment in the following composition:</p> <ul style="list-style-type: none"> <li>- recording device;</li> <li>- service unit with a display;</li> <li>- control units;</li> <li>- Cameracies.</li> </ul> <p>The system should provide:</p> <ul style="list-style-type: none"> <li>- video surveillance from the surveillance places (the cabin of the driver, the compartment of the train head (if any), the restaurant car (if any)) behind the situation in the wagons of the electric train and the vestibules on the route;</li> <li>- overview of the salon and vestibule through two video cameras installed in the car;</li> <li>- video surveillance of the situation on the platforms during the parking and along the way from the cabin of the electric train;</li> <li>- alternate viewing of video images of each car in the slide show mode;</li> <li>- selective viewing of video images of any video camera with indication of the number of the wagon of the wagon;</li> <li>- output of the stop frame and watching a video archive without stopping the video;</li> <li>- output of video frames with indication of the date, time of shooting, wagon and train numbers;</li> <li>- the creation of a video archive (the storage time of the archive should be determined in the terms of reference for an electric train);</li> <li>- the ability to view a video archive at a stationary point using a stationary computer and a removable video clip.</li> </ul>

No.	Question	Answer
		<p>- The possibility of a viewing of a pantograph.  In the electric train, the mainly hidden placement of video cameras (embedding video cameras in the design of the interior decoration of the car) should be provided.  The power supply system of the video surveillance system should be carried out from the on-board network of the electric train.</p> <p>Appendix 2 will be adjusted in accordance with the provisions of this answer.  Expect the publication of adjusted documentation.  Before the publication of adjusted documentation, please use this answer to develop a proposal.</p>
117	<p>Point 2-11.5.16 An interface between PIS system and Doors system shall be ensured in order to automatically provide audio or visual information to Passengers related to the door inhibited or out of service. Our train is all-passing, different acoustic announcements between carriages would be very problematic, because passengers can also hear the announcement from the next carriage, we propose optical and acoustic announcements identical for the whole train  Question: If a door does not work in one car should this information be reported or displayed only in that car or in the whole set?</p>	<p>Automatic sound or visual information about a blocked or non-working door should be provided in a car where such a breakdown or lock occurred.  It should also be provided for duplication of such information on the display in the driver's cab.</p>
118	<p>Point 2-11.5.18 a 2-11.5.10 Number and location of displays shall allow all passengers to properly see the displayed information.. - 2 LCD monitors in each car. We believe that the condition that all passengers should be able to see the IS displays cannot be met if only 2 IS displays are used per car.  Question: Is it necessary to comply with 1-11.5.18 or 2-11.5.10?</p>	<p>The number and location of the displays should allow all passengers to see the displayed information well, in connection with which item 2-11.5.18 of Appendix 2 is advisable to read as "at least 2 LCD monitors in each carriage."</p>



No.	Question	Answer
		Appendix 2 will be adjusted in accordance with the provisions of this answer. Expect the publication of adjusted documentation. Before the publication of adjusted documentation, please use this answer to develop a proposal.
119	Point 2-11.9.2 decimeter (DCM), at one transmission frequency and at one of three reception frequencies in 6 working groups in the ranges from 307.0000 to 307.4625 MHz. Question: Please give an example of the type of radios used on your vehicles.	On the rolling stock of JSC "UTY", radio stations of the type: RVS-1 (Izhevsk radio plant), RV-1MTs (Novosibirsk radio plant) are used in chatty.
120	General query on server infrastructure. Question: Please provide references to documents and specifications where data transmissions between vehicle and ground infrastructure are discussed.	In accordance with clause 3-3.1 and clause 2-11.9 in Appendix 2.