

June 17, 2024
#2471468

RFI #219/2024 - to receive relevant information about technological and design innovative solutions for CBTbased signaling system.

Clarification Notice no. 2

1. Following the publication of the RFI documents under consideration, attached hereto are NTA's answers to Participants' clarification questions, as well as amendments and clarifications to the RFI documents, as specified in **Appendix A**.
2. It is hereby clarified that the phrasing of the questions below may not necessarily be identical to the phrasing used by those who addressed NTA, and not all questions are necessarily answered. Additionally, it is clarified that certain questions may have been asked by more than one Participant, and therefore the response shall refer to the phrasing used by one of the Participants.
3. All clarifications, changes, and amendments specified in this Clarification Notice shall be considered part of the RFI documents, and shall prevail over any previous statement in the RFI documents and/or in earlier notices made by NTA. Each Participant submitting a response to the RFI shall be deemed to have agreed to the changes mentioned in this Clarification Notice and its appendices, whether attached to the response or not.
4. Unless stated otherwise, all terms and conditions specified in this Clarification Notice shall be interpreted as stated in the RFI documents.
5. Any verbal or written interpretation, by anyone on behalf of NTA or its Tender Committee, in any forum or manner whatsoever, shall not bind NTA. The only changes to the provisions of the RFI documents, as well as all interpretations and clarifications thereof, are those provided in this Clarification Notice and in further clarification notices that NTA may publish, at its sole discretion.
6. All Participants are required to have this notice signed by their authorized signatories and attach it to their response.
7. The provisions of this Clarification Letter do not modify or detract from the provisions of the RFI documents unless expressly stated otherwise.

With Regards,

NTA – Metropolitan Mass Transit System Ltd.

Appendix A

No.	Reference to the RFI documents	Question / Request	Answer
Note: NTA is in the process of studying and evaluating the various aspects relating the Metro system Project. Considering this process is ongoing - all responses provided below reflect NTA's current principal stance with respect to the inquiries raised. It is explicitly provided that the responses and issues associated therewith may vary as the review process advances. NTA shall not be responsible or liable towards a Participant or anyone on its behalf in any event a response is found, in full or in part, to be partial, inaccurate, incomplete, invalid or wrong and so forth as in the event NTA - at its sole discretion - decides at any time to update, amend, or change any aspect of the responses given.			
1	According to the Section 3 of the RFI NTA is willing the S&TC system to provide the function of an Interlocking (IXL) system.	Are there any operational needs from NTA that request an Interlocking (IXL) system? does this Interlocking (IXL) system stands for ATP (SIL-4 safety part of CBTC) or for an independent SIL-4 system?	The S&TC system must provide iXL function as a requirement. Overall, the iXL system must be a fully integrated/standalone SIL4 subsystem.
2	According to the Section 3 of the RFI "the S&TC system shall use the additional wireless communication channel LTE or 5G when the Wi-Fi or UWB-based wireless communication network fails".	Is the requirement on 5G as Fall-back to WIFI driven by the requirement on availability?	Yes, your understanding is correct.
3	According to the Section 3 of the RFI NTA is willing the S&TC system to provide the function of a Secondary Train Detection (STD) system.	Are there any operational needs from NTA that request a Secondary Train Detection (STD) system?	Yes, Secondary Train Detection proposed for detection of train location as part of fall back arrangement to the CBTC system and to facilitate the interoperability of work/maintenance trains and passenger trains between the lines through the iXL system.
4	According to the Section 3 of the RFI NTA is willing the ATS system to comply with a SIL-3 requirement level.	What is the purpose of an ATS with SIL-3 level? Should all ATS functions have a SIL-3 level or only the safety critical ones?	All ATS safety critical functions must be of SIL-3 level.
5	During the presentation webinar on 13.03.2024 the purchasing strategy has been presented by NTA. We	Is NTA willing to purchase up to 2 CBTC systems?	It is possible, but it's still under evaluation.

	have heard that the CBTC system will be tendered within the INFRA 2 contract, but under 2 packages: 1 package for the line M1, and one package for the lines M2+M3.		
6	During the presentation webinar on 13.03.2024 the purchasing strategie has been presented by NTA. We have heard that the CBTC system will be tendered within the INFRA 2 contract, but under packages: 1 package for the line M1, and one package for the lines M2+M3.	In the case 2 CBTC systems would be purchased: will those CBTC systems have to be interoperable?	It is not foreseen as of now.
7	During the presentation webinar on 13.03.2024 the purchasing strategie has been presented by NTA. We have heard that the signalling system will be tendered within the INFRA 2 contract, but under 2 packages: 1 package for the line M1, and one package for the lines M2+M3. However the presenter statued that the purchasing of the signalling system will be done "in other ways that will allow [...] all the flexibility".	. Request for further information regarding NTA future tender for signaling system	All relevant information regarding NTA tender for the signaling system will be published as part of the tendering process.
8	Section 3. SPECIFICATIONS FOR REQUESTED SOLUTIONS. The S&TC subsystems shall comply with the following SIL requirements:	Based on a preliminary hazard analysis, which control functions require allocation within the ATS (Automatic Train System) at Safety Integrity Level (SIL) 3?	All ATS safety critical functions must be of SIL-3 level.



NTA – Metropolitan Mass Transit System

	Sr. No	Subsystem / Function	SIL level
	1	CBTC system	SIL-4
	2	Interlocking system	SIL-4
	3	Secondary detection system	SIL-4
	4	ATS	SIL-3