



ATTIKO METPO A.E.

**TITLE OF THE TENDER: “THESSALONIKI METRO DEVELOPMENT
STUDY (TMDS)”**

RFP-361/19, A.Σ. 81337

CLARIFICATIONS DOCUMENT

This Clarifications Document is issued in accordance with the stipulations of paragraph 2.3 of the Invitation to Tender. It contains responses to the questions that have been raised by the Bidders until 10.05.2019.

The content of the Clarifications Document are considered to be an integrated part of the Invitation to Express Interest.

A. RESPONSES TO QUESTIONS

PHASE A

Question 1

Paragraph 5.4, page 12: It is stated that the interviewee's first name and the telephone number is recorded. If the interviewee does not provide such information, what happens next? Is the questionnaire cancelled or not?

Response 1

The Contractor should explain to the interviewee of the household that all collected data are confidential and shall be used only in the framework of this specific survey, in an anonymous and collective way. It should be clarified to the household that the first name and the telephone are requested only in case of an eventual control over telephone to confirm that the related interview was actually made. Controls by telephone are foreseen to be effected both by the Contractor and ATTIKO METRO S.A. (see paragraph 5.5.4 of the Technical Specifications document). If, despite the above, there are cases where the interviewee refuses to give his/her first name and telephone, the questionnaire that was filled in shall be accepted on condition that the supervisor visits the subject household on the following day and confirms the information included in the completed questionnaire, as recorded by the interviewer on the date of the interview.

Question 2

Paragraph 7.3.2, page 38: It is stated that the Origin – Destination Surveys by means of roadside interviews shall last from 07:00 to 19:00. It is known that, during the typical period (winter), the sun sets much earlier than 19:00. As you are well aware of, during night hours these works entail many risks and, in any case, the Traffic Police hardly ever supports such activities. In case that, due to the aforementioned reasons, interviews are interrupted by a decision made by the Traffic Police, what happens with the survey sample that will not have been covered? Conducting the surveys on another day does not resolve this problem, since this problem shall continue to exist on that day too and, thus, the trips' attributes within the specified time period could not be recorded.

Response 2

The winter period is not a typical period; surveys are conducted only in autumn (September to November) and in spring (March to May), except for the official holidays and non working days and provided that schools are open. In case the Survey by means of roadside interviews is carried out during the typical autumn period, the Contractor should schedule the relevant works through the appropriate mobilization, so that these works are executed the soonest possible, upon commencement of the typical period (~15/9) and within its first weeks, thus minimizing the problem.

Question 3

Paragraph 7.3.3, page 41: It is stated that: "The Contractor shall ensure that the police officer is present at the location of the survey at least 15 minutes before the start of the interviews, in order to be updated by the Supervisor about the survey his/her duties". Needless to say that, by virtue of the Greek Legislation, no private entity has the right to force the Police Authorities to follow a specific plan and, of course, to receive orders by any citizen-supervisor. This is ATTIKO METRO S.A. (AM)'s obligation, i.e. to have the necessary contact with the leadership of the Police Headquarters in Thessaloniki, which (Headquarters) are the only Authorities entitled to order Police officers to be on time and follow the orders that can be transmitted in writing to the Headquarters concerned. Throughout this procedure, the Contractor could simply provide his assistance by participating in the relevant meetings in view of scheduling a plan and finalizing the survey locations. Based on this information and in case of absence of Police force for an extended time period, which would result in failing to obtain the required sample, which entity is going to bear the cost in case the subject survey must be conducted anew?

Response 3

AM shall support the Contractor in initially contacting the Traffic Police, in view of ensuring the cooperation of the Traffic Police in the conduct of the subject Survey. As regards the communication and contacts with the Traffic Police on a daily basis for the Survey in question, in accordance with the pre-defined schedule, the Contractor shall bear the relevant responsibility. In any case, the Contractor has the responsibility to obtain the required sample at his own cost.

Question 4

If the Traffic Police requires compensation, according to article 2, paragraph 4 of the Joint Ministerial Decision No. 8004/21/2 dated 15/3/2012 (Government's Gazette B' 1425 30/4/2012), which can even amount to 1,200€ per Station/day, which entity is going to bear this cost?

Response 4

The compensation cost that the Traffic Police may request for the participation of its personnel in the conduct of the Survey by means of roadside interviews shall be borne by the Contractor and is included in the Lump Sum Price, a fact that should be taken into account by the Bidders in the preparation of their Financial Offer.

Question 5

Paragraph 8.3.2, page 56: It is mentioned that, in the Public Transport Modes' stops, disembarking passengers shall be interviewed. Since, based on our experience, disembarking passengers are hasty, especially during peak hours, would it be a problem for the survey to concern boarding passengers, since they have more time available while awaiting for the departure of their transportation mode and, thus, it would be more possible to reach the required sampling percentage (30%)?

Response 5

The Origin – Destination Survey at the Terminals concerns the arriving passengers and should be conducted as specified per case (Intercity Bus stations (KTEL), New Railway Station, Airport). By exception and if a significant problem is detected in obtaining the

required sample during interviews at KTEL stations, AM shall examine whether it is possible to interview departing passengers.

PHASE B:

Question 6

Paragraph 9.1, page 61: Is there any commitment on the part of AM that it would provide the necessary support during the collection of Information Material, in view of ensuring proper collection of the subject material? For example, in case the Agencies concerned do not provide a certain part of the information material, as mentioned in Paragraph 9.1.

Paragraph 9.2, page 63: It refers to 3 basic scenarios related to the transportation infrastructure and policy.

Paragraph 11.2, page 68: It describes 6 alternative scenarios related to socio-economic provisions.

Response 6

The Contractor is responsible for collecting the Information Material, as specified in paragraph 9.1 of the Technical Specifications document. AM shall provide the appropriate assistance to the Contractor.

The Methodology for the configuration of transportation infrastructure related scenarios is described in detail in chapter 12. The Methodology for the configuration and processing of alternative scenarios related to socio-economic figures is described in detail in chapter 11.

Question 7

Paragraph 12, page 74: It refers to 2 initial infrastructure scenarios, wherefrom the final scenario (3rd) shall be configured, which shall constitute the Selected Transportation Plan for Thessaloniki.

Can it be confirmed that the 2 basic scenarios shall constitute the basis for the development of the 3rd and final scenario on which each socio-economic alternative shall be implemented for each year of the Design Horizons (2)?

Response 7

The procedure for the configuration of the Transportation Plan is described in detail in chapter 12 of the Technical Specifications (TS)' document. In particular, it is stated that:

(1) The two initial basic infrastructure related scenarios shall be examined based on the Transportation Model, while second and third versions of these scenarios shall be created through the evaluation and improvement procedure (pages 72-73 of the TS document).

(2) Through the evaluation procedure of the two initial basic infrastructure scenarios, a third scenario shall be configured which shall be checked, evaluated and improved (see page 73 of the TS document). The final form of this scenario shall constitute the Selected Transportation Plan for Thessaloniki.

The Transportation Plan shall be properly configured in view of the two Design Horizons, i.e. years 2030 and 2040, and shall be also checked for each scenario of the design coefficients (socio-economic figures).