

## Summary Market dialogue for contract KSÅ-6 and -7

Bane NOR, has during September 2021 carried out dialogue meetings with several vendors to inform them about the upcoming contracts for Railway Technique connected to the build of the double track trail from Kleverud to Åkersvika:

- KSÅ 6 – Railway systems Tracks and Catenary
- KSÅ 7 – Railway systems Electrical power and Telecom

The invitation to dialogue meetings was published to the vendor market on Bane NOR's web site (banenor.no) on 2 July 2021. Bane NOR experienced a great interest to participate in these dialogue meetings and retrieved useful input from the vendor market in matters concerning Contract strategy, evaluation criteria, contract interfaces, format of compensations, implementation with early vendor involvement, risk management and competition process.

The information given in the dialogue meetings basically originates from early stage of detail planning and there is an ongoing process to further develop and optimize these specifications. Hence, the project would like to emphasise that the information that was given in these meetings can and will deviate from the information and specifications that will be given in the actual competition.

Other relevant information, questions and answers that emerged in these meetings:

- The foundation for the antenna masts and the antenna mast itself are assessed to be implemented into the substructure contracts. The antenna mast itself will be equipped by the KSÅ-7 contract
- Material supplied through Bane NORs framework agreements will mainly be material that is defined as critical to the operation. For the KSÅ-6 contract this will mainly include tracks, track switchers (points), sleepers and mast for the catenary
- The construction and installation of ERTMS, which is the projected signal system for the project will be delivered by Siemens. The implementation of this system will be executed simultaneously as the other Railway technique contracts.
- The main contract for the civil works for the Tangenvika bridge (KS-2) contains an option for engineering and construction of slap track (approximately for 1 km). This means that by execution of this option there will be a quantity adjustment for the KSÅ-6 contract regarding to this distance. This will likely have been clarified by the time the KSÅ-6 contract is put on the market. The remaining track for this project is planned to be executed with ballasted tracks.
- The competitive basis for the KSÅ-6 contract will be facilitated in such manner that the contract can be executed using track laying machine and/or with other more conventional methods
- The KSÅ-6 contract is not planned to contain civil works. The civil work is planned to be executed by the contracts for preparatory work and the four main contracts for civil works (substructure work).
- Area for rigging, storage etc. is expected to be established within the regulated area for the project. In addition to this there is reserved an area of 40 acer for material storage. Final

information and clarifications about arranged area will be given in the competitive basis of the contracts.

- The project will be executed by the use of systematic completion, and will be carried out in applicable system given by the client
- The project is to be built for a speed up to 250 km/h with some few exceptions that will be given in the competitive basis of the contracts.
- Demolition of the existing track is planned to be executed by a separate contract. Certain parts of the existing track and substructure is to be converted back to agricultural land.
- Technical buildings will be placed and built along the track with a variation in distance to achieve sufficient coverage for different technical installations along the track.
- The competition on KS-1 The Hestnes tunnel and KS-2 Tangenvika railway bridge is currently in the vendor market, both contracts are expected to be signed approximately around new year 2021/2022. The competitive basis related to Civil Works for KSÅ-3 Furnesbakken-Stange and SÅ-4 Stange-Åkersvika is planned to be announced in spring 2022. These sub construction contracts are to be executed as an EPC contract with Norwegian contract standard for total enterprises - NTP as contract basis.
- Currently, the major remodelling of Hamar station is not part of the project KSÅ. However, independent of the station remodelling there will be a need for some adjustments within the Hamar station area. This work is planned to be executed as a separate contract announced in the market after the contract for KSÅ-6 and – 7 is signed.
- Information about other upcoming contracts is stated in the presentation
- There is also an upcoming contract for substructure work connected to building the bridge to Sørli terminal of goods to be announced now in September/October 2021

Common feedback from the vendors was the importance of early and updated information on upcoming contracts from Bane NOR. The project will further assess whether further market dialogues or consultations should be held in regarding to the specifications/competitive basis for the KSÅ-6 and -7 contracts. Bane NOR encourages the vendor market and entrepreneurs to keep themselves updated with the information that will be made available on the project homepage.

<https://www.banenor.no/Prosjekter/prosjekter/dovrebanen/kleverud-sorli-akersvika> and Bane NORs webpage for upcoming contracts on <https://www.banenor.no/leverandor/anskaffelser/Anskaffelsesplaner/>

If you require to contact Bane NOR on other matters regarding technical solutions or input to us, please contact Bane NORs market contact [morten.sigvardsen@banenor.no](mailto:morten.sigvardsen@banenor.no)

Enclosed

- Presentasjon i markedsdialogen – norsk versjon
- Presentation market dialog – English version
- Fremvisning av prosjektmodell i 3D – norsk tale