

**Preliminary Market Consultation**  
**(Article 35-A of the Public Procurement Code)**

**Metropolitano de Lisboa, E.P.E.**

**Opening of a public contract procurement procedure for the leasing of  
rolling stock and signaling equipment**

Following the Resolution of the Council of Ministers no. 44/2018, of April 24, Metropolitano de Lisboa, E.P.E. hereby announces that it will launch the contract procurement procedure for the operational lease of rolling stock and railway signaling equipment.

Prior to the opening of the procedure, Metropolitano de Lisboa, E.P.E. intends to carry out a preliminary market consultation for potential economic agents interested in participating in the contract procurement procedure, under the terms and for the purposes of the provisions of article 35-A of the Public Contracts Code.

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**Preliminary market consultation session**

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An informal consultation session will be held in the auditorium of Metropolitano de Lisboa, E.P.E., located at the Alto dos Moinhos metro station on June 21<sup>st</sup>, 2018, at 3 p.m.

The consultation session shall be exclusively conducted in the Portuguese language and shall be reserved for all economic operators interested in participating in the contract formation procedure for the operational lease of rolling stock and railway signaling equipment.

The interested parties must demonstrate the interest in participating in the preliminary consultation until June 19<sup>th</sup>, 2018, by means of an electronic message sent to the address [consulta.preliminar@metrolisboa.pt](mailto:consulta.preliminar@metrolisboa.pt) with the digital version attached of the letter issued by the interested party through which indicates the representatives who are entitled to attend the session.

Until June 20<sup>th</sup>, Metropolitano de Lisboa, E.P.E. will confirm the registration for the consultation session through a message sent to the e-mail address used for the expression of interest to participate in the preliminary consultation to the market.

Attendance at the preliminary consultation to the market will not be accepted without confirmation of the registration submitted by Metropolitano de Lisboa, E.P.E..

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## **Purpose of the preliminary consultation**

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The Preliminary Consultation is intended to prepare the contract procurement procedure and will not have the effect of distorting competition, or result in any breach of the principles of non-discrimination and transparency.

The Preliminary Consultation and this document are for information purposes only, and Metropolitano de Lisboa, E.P.E. is not bound to them, therefore they may not be considered or accepted within the tender documents of the procurement procedure, to be approved by the competent body for the decision to contract.

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## **Contract type**

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The contract to be executed shall be in the form of an operating lease, applying the legal and regulatory provisions inherent to this type of contract.

At the end of the lease agreement there will be a purchase option at the market value of all rental equipment.

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## **Components of the contract**

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In principle, the operating lease contract will comprise the following components:

### Component A

Study, design, manufacture, assembly, installation, verification, transport, insurance and testing of 14 (fourteen) asynchronous traction units each consisting of two identical motor cars and an intermediate trailer car (MRM units), including CBTC automatic and continuous train control system, under the "ready-to-run" operating conditions at the GoA2 automation level.

### Component B

Study, design, manufacture, assembly, installation, verification, testing and commissioning of a CBTC automatic and continuous train control system for 70 (seventy) existing traction units, namely 15 (fifteen) ML95 units, 18 (eighteen) ML97 units and 37 (thirty-seven) ML99 units, under the "ready-to-run" operating conditions at the GoA2 automation level.

## Component C

- I. Study, design, manufacture, assembly, installation, verification, testing and commissioning of a CBTC (*Communications-Based Train Control*) automatic and continuous train system, for the implementation of ATP (*Automatic Train Protection*) protection features, of ATO (*Automatic Train Operation*) operation features, and of ATS (*Automatic Train Supervision*) supervision features along the entire length of the Blue, Yellow and Green lines, including the corresponding termini, stabling tracks and access branches, in a total of 35 km, including alteration or replacement of existing interlockings and implementation of a new aspect on all existing automatic signals.
- II. Study, design, manufacture, assembly, installation, verification, testing and commissioning of signal passing control commutable SIL4 beacons in all Depot 2 and Depot 3 maneuvering signals, compatible with the on-board CBTC system, to guarantee the continuity of the train-stop function in the new rolling stock in areas not equipped with CBTC, including the necessary interfaces with existing signaling systems.

## Component D

- I. Study, design, manufacture, assembly, installation, verification, testing and commissioning of a test line in Depot 3, to test the ATP and ATO functionality in on-board equipment.
- II. Study, design, manufacture, assembly, installation, verification, testing and commissioning of a traffic simulation system for the Blue, Yellow and Green lines integrated with the ATS system for the development, calibration and purification of the supervisory and automatic traffic control features to be implemented in the ATS system, as well as allowing the training of traffic regulating staff.
- III. Development, verification, testing and commissioning of a centralized technical supervision system, collection and continuous recording of data, parameters or physical quantities of the operation of the systems, subsystems and constituent parts or equipment of the rolling stock and the automatic train control system - ATC.

## All components include:

- i. Preventive and corrective maintenance during the first 3 (three) years of operation and technical assistance during the following period until the end of the contract.
- ii. Technical documentation required to fully understand the functioning, operation and preventive and corrective maintenance and repair of systems, subsystems, parts or equipment.
- iii. Technical training for operation and maintenance, parameterization, configuration or regulation of systems and equipment.
- iv. List of spare equipment, spare parts, tools and special test equipment required for maintenance and operation over a period of 3 (three) years, including subassemblies and rotary equipment such as bogies, traction motors, compressors or mechanical brakes.
- v. All consumables required for maintenance operations on all components throughout the life of the contract.

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### **Type of procedure**

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The procurement procedure to be adopted will be the public tender with international prior notice.

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### **Deadline for procedure and submission of proposals**

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The estimated deadline for completion of the procedure shall be 12 (twelve) months, with an estimated start date of mid-July 2018.

The estimated deadline for submitting tenders shall be 7 (seven) months counting from the date of publication of the respective notices.

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### **Deadline of the contract**

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The contract to be concluded will have an estimated duration of 21 years.

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### **Other aspects to be covered in contracting planning**

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The following questions may also be addressed at the consultation session:

- a) Receipt of components;
- b) Schedule of deliveries;
- c) Payments;
- d) Potential options.

