

METROLINK

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Market Update: December 2022

Dublin MetroLink Project Market Update: December 2022

1. M400 Contract and M500 PPP Contract Packages: 2022 Market Consultation

Transport Infrastructure Ireland (“TII”) is currently conducting a market consultation exercise in relation to the design-build contract packages for the main tunnelling and civils works components of the Dublin MetroLink project (“MetroLink”) (“M400 Contracts”). The purpose of the consultation is to inform the market of the current contracting approach proposed by TII and to seek feedback on the technical, contractual and commercial aspects of MetroLink.

The process remains open to any interested parties wishing to respond by sending a request via the e-tenders messaging portal to the contact person named in the Prior Indicative Notice (PIN) published 16th April 2022 in the OJEU (TED Reference: 2022/S 076-208843) and on the eTenders website, etenders.gov.ie - System ID 212034 and link; TII Tender Reference TII150_01). Participants to the consultation on the proposed PPP contract package (the proposed scope of which is detailed below) (“M500 PPP Contract”) are welcome to receive this information pack and questionnaire, and to submit any observations in respect of the proposed M400 Contracts.

All parties previously registered under Tender Reference TII150 published on eTenders on 9th November 2019 (“Market Consultation Relating to the Procurement of Design, Construction, Delivery, Maintenance and Operations of Dublin MetroLink”; TED Reference: 2019/S 218-536230 and eTenders system ID 159996) are reminded that they must re-register their interest with TII, whether or not they wish to engage in the market consultation. If you require to re-register, please do so through the eTenders Messaging portal or at the following email address: procurement@tii.ie or at info@metrolink.ie

Further information on the details of MetroLink and news updates can be found at www.metrolink.ie. All correspondence related to the planned procurement of MetroLink will be via the eTenders Messaging portal including the issuing of and response to the Market Consultation pack.

2. Queries raised during the consultation by potential participants

i) Expected scope of Systems Integration Manager

The delivery strategy for MetroLink envisages the appointment of a Systems Integration Manager for the coordination of the design and railway systems interfaces between each of the M500 PPP Contract and the M400 Contracts, and across packages. It is proposed that the “PPP Service Delivery Partner” (being the successful tenderer selected to perform the M500 PPP Contract) will have responsibility for performing this Systems Integration Management

role as part of the M500 Contract scope of activities (via sub-contracting arrangements or otherwise), which will include coordination of the design and the works under the M500 PPP Contract with the designs and works to be performed under the M400 Contracts.

As part of the scope of the M500 PPP Contract, the Systems Integration Manager will be required to:

- be responsible for coordination and integration of the railway system design and works interfaces between the M400 Contracts and the M500 PPP Contract; e.g., those interfaces that may occur with a Grade of Automation 4 (“GoA4”) metro system Mechanical, Electrical and Plumbing (“MEP”) in stations and operational needs of depots and structures, etc;
- have oversight and control of the design and safety management processes that incorporate the railway system into its operational environment including as required by the CRR Application for Acceptance processes for New Works and New Rolling Stock as defined in the CRR’s guidelines on Authorisation to Place in Service (available at www.crr.ie);
- through a design review procedure that is expected to incorporate design gateways, to review and comment on the M400 Contract designs and works where these impact on the railway operations (such as the tunnel configuration and space proofing requirements) and where there will be an ongoing lifecycle and maintenance responsibility by the PPP Service Delivery Partner; and
- be responsible for demonstrating to TII that the whole railway system (being the sum of its parts) meets the required function and performance.

It is anticipated that the Systems Integration Manager (and therefore the PPP Service Delivery Partner) will not be responsible for:

- managing or controlling the M400 Contractors’ design processes or works;
- programme or schedule control of the M400 Contract activities;
- planning or managing the integration of works that are wholly within the M400 Contract packages, including the works interfaces with M500; and
- defects in the M400 Contract works.

TII will be responsible for integration management between the Advance Works (M100) and Enabling Works (M300) contracts and the M500 PPP Contract.

A separate interface agreement entered into by the PPP Service Delivery Partner and the M400 Contractors will promote and incentivise coordination and collaboration across the contract packages in “best for project” outcomes. This will form part of the contract award process for each contract.

ii) Participation as a supplier, tier 1 contractor or tier 2 subcontractor in more than one M400 Contract package.

At this stage, TII does not envisage restricting an individual supplier or subcontractor from participating in the tender process and contract award of more than one M400 Contract

package, unless there is a patent and obvious conflict of interest and subject to being able to demonstrate sufficient technical, management and financial resources (as will be set out in the tender documents), For example, a contractor or subcontractor or supplier to the M401 Contract may also perform works or services in connection with either or both M402 and M403 Contracts.

iii) Participation as a supplier or tier 2 subcontractor in both an M400 Contract package and the M500 PPP Contract.

At this stage, TII does not envisage restricting an individual supplier or subcontractor from participating in the tender process and contract award of both an M400 Contract package and the M500 PPP Contract unless there is a patent and obvious conflict of interest and subject to being able to demonstrate sufficient technical, management and financial resources (as will be set out in the tender documents). For example, a subcontractor to an M400 Contract may also perform works or services in connection with the M500 PPP Contract.

iv) Expected scope of supply and works within the M500 PPP Contract

The Information Document issued in May 2022 as part of the M500 PPP Contract market consultation sets out the expected scope of the proposed M500 PPP Contract (section 2.2.1). This currently covers (with additional clarification added):

- the delivery of line-wide railway systems, including all track construction and overhead lines and associated infrastructure;
- the design, manufacture, supply and maintenance of a GoA4 metro system, providing fully automated operation and comprising an integrated command, control, signalling and communication systems and an entirely new dedicated vehicle fleet;
- the development of a storage and maintenance depot at Dardistown and an operations control building, with a back-up facility at Estuary Station;
- the design, manufacture, supply and maintenance of MEP services that are to be installed (by the PPP Service Delivery Partner) throughout the metro alignment including in the bored tunnels;
- the design and delivery of the station fit out works and of the station MEP systems (at all stations) within the station 'shell and core' structure that has been designed and built under the M400 Contracts;
- the design and construction of the 3,000 capacity park-and-ride facility at the northern terminus at Estuary Station;
- the operation and life-cycle maintenance of the metro system and all civil engineering structures (including as constructed under the M400 Contracts) for a service period of at least 25 years; and
- performance of the Systems Integration Manager role outlined above.

The table below offers some further definition around the scope contemplated with regards to the works and railway systems to be designed and delivered under the M500 PPP Contract.

The Information Document issued in September 2022 as part of the M400 Contract market consultation sets out the expected scope of the proposed M400 Contracts in section 2.1.1 and the M500 PPP contract in section 2.1.2. See [MetroLink Market Update: September 2022](#). These scopes will be revised in the next update and market consultation documents.

It is anticipated that further clarification will be provided in the next update to market participants as to the expected role of the PPP Service Delivery Partner as a railway organisation (within the meaning of the 2005 Railway Safety Act).

Current works scope under consideration for the M500 PPP Contract:

all on design, build / supply / install and maintain basis unless otherwise indicated

1. Track

- Trackwork / rails, switches
- Crossovers; turn backs
- Track bed / formation

2. Traction and Power Supply

- Substations
- Traction Power System
- Auxiliary Power System
- Control Facilities
- HV Supply – Customer side

3. Overhead Contact System (OCS)

- OCS Equipment in tunnels, underground stations, cut and cover sections surface and open cut; transitions
- OCS / OCR poles / supports

4. Structures and internal road / access ways

- Operational Control Centre at Dardistown Depot and separate standalone backup Control Centre at Estuary terminus
- Station Incident Room
- Depot layout, depot structures and stabling buildings
- Maintenance buildings, workshops, wash plants
- Estuary Park and Ride Facility

5. Rolling Stock

- Metro vehicles
- Maintenance and support vehicles

6. Signalling System

- Grade of Operation (GoA4)
- Driving Modes
- Communication Based Train Control (CBTC)

7. Electrical Protection Systems

- Earthing and Bonding (*design only; expected to be installed by M400 Contractors*)
- Stray Current Protection (*design only; may be installed by M400 Contractors*)
- Electromagnetic Compatibility Management
- Lightning Protection

Current works scope under consideration for the M500 PPP Contract:

all on design, build / supply / install and maintain basis unless otherwise indicated

8. Communications Systems

- Operational and non-Operational Communications Systems
- Emergency Communications Systems
- Third party Communications Systems
- Passenger security systems, CCTV
- Passenger information systems
- SCADA

9. Tunnel and Underground Station Fit-Out and Utilities (interfaces with Contracts M401 and M402);

Surface and Retained Cut Stations (interface with Contract M403)

- All station internal fit out and architectural finishes
- Platform Screen Doors
- Doors, gates and barriers
- Plantrooms and plantroom configuration
- Facilities management spaces and operations areas (planning, fit out)
- Bicycle parking facilities
- People movement systems (lifts and escalators)
- Station MEP Systems
- Station communications systems
- Life safety systems and other security systems
- Permanent lighting
- Maintenance and safety access – walkways / ladders
- Permanent utility connections such as water supply (potable and fire mains)
- Fire main and water tanks
- Sewerage / drainage and connections (all stations)

10. Tunnel Drainage, Ventilation and Emergency Arrangements

- Tunnel ventilation systems
- Station ventilation systems
- Tunnel drainage (*may be installed by M400 Contractors*)
- Fire Safety Standards including Tunnel Fire Safety
- Surface and Sub Surface Stations Fire safety

11. Ticketing Systems (*equipment from National Transport Authority Contractor*)

- Integration / installation of ticketing systems and ticketing machines
- Installation of ticket validation totems (tag on/tag off system)



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