



**CENTRALS I INFRAESTRUCTURES PER A LA MOBILITAT I LES
ACTIVITATS LOGÍSTIQUES, S.A.U. (CIMALSA)**

Public Company of the Generalitat de Catalunya

TECHNICAL SPECIFICATIONS TO TENDER FOR THE CONTRACT:

**Basic project for the loading and unloading area of the El Far d'Empordà –
Vilamallà intermodal terminal**

Key: 2010/07/SER/PB_CARREGA_EMP

October 2010

ÍNDIX

1. OBJECT OF THE SPECIFICATIONS	3
2. DEVELOPMENT OF WORKS	3
2.1. OBJECTIVE	3
2.2. AREA OF STUDY	¡ERROR! MARCADOR NO DEFINIDO.
2.3. INFORMATION AVAILABLE – BACKGROUND	4
2.4. INITIAL ASSUMPTIONS	4
2.5. DEVELOPMENT OF STUDY	5
2.6. DETAILS FOR DEVELOPMENT OF PROPOSAL	6
2.7. DOCUMENTATION FOR THE CONTRACT WINNER	7
3. REPORT ON THE WORKS PROGRESS. FOLLOW UP AND CONTROL.....	8
3.1. CONTROL OF WORKS	8
3.2. FOLLOW UP MEETING	8
3.3. MONTHLY REPORT	¡ERROR! MARCADOR NO DEFINIDO.
4. DOCUMENTS TO BE PRESENTED	9
4.1. FORMAT	9
4.2. DOCUMENTS.....	9
4.3. EXAMPLES AND SUPPORT.....	10

1. OBJECT OF THE SPECIFICATIONS

This list of Technical Specifications, which will form part of the Contract, describes the works to be developed, defines the conditions, guidelines and general technical criteria which serve as the basis for the works contracted. It also details how documents must be prepared and drawn up, supervised by the Consultancy awarded the contract, so that the works, when the quality, coherence and clarity have been guaranteed and accredited, can be received and accepted by Centrals i Infraestructures per a la Mobilitat i les Activitats Logístiques, S.A.U. (CIMALSA).

2. DEVELOPMENT OF WORKS

2.1. Objective

To have a basic project for the loading and unloading area and the corresponding project planning project for a full evaluation of the investment and costs and characteristics of operation.

The basic project must include the rail infrastructures and urbanisation of the terminal, detailed according to point 2.6 in these specifications.

Consequently, the document is not procedural, but is to:

1. Have as a highly advanced technical project for the future operator;
2. Develop an accurate study of the economic (investment and exploitation) and social profitability of the terminal;
3. Present as a reasoned and justified document to possible investors and/or operators of the terminal;
4. Help to define the specifications for tenders for construction and/or operation of the terminal; and
5. Have a plan for stages of construction in function of the theoretical capacity assigned to each infrastructure, allowing maximum flexibility to adapt to evolution of demand.

2.2. Area of study

The future loading-unloading area of the El Far d'Empordà - Vilamalla intermodal terminal must fundamentally be within the area set as such in the consultation document *Rail access, LOGIS-Empordà - Vilamalla* (key EI-IA-TX-07387), situated north of the C-31 and east of the N-II.

2.3. Information available – background

Analysis of the economic, technical and operational viability of the El Far d'Empordà intermodal platform, September 2009 (extract attached as Annex 1 of the technical specifications to assist in the economic evaluation for the tender).

This study identifies a final development which allows movement of 300,000 TEUs / year 300,000 vehicles / year on 8 tracks of 750 m electrified to the head of the track.

Rail access to LOGIS-Empordà at Vilamalla, key EI-IA-TX-07387. Consultation document and study on environmental impact prepared by GISA, which includes development of the loading and unloading area and the environmental impact statement (from the Department of the Environment) emitted in reference to this, on 4 February 2010 (This document is attached as Annex 2 of the technical specifications to assist in the economic evaluation for the tender).

The following studies and projects are currently being carried out:

- a) The consultation document for the north access.
- b) The basic project for the terminal south access.
- c) The study on offer and demand of the future terminal.

The calendar for these three studies is such that, in January 2011, sufficient information will be available for development of works for the basic project of the loading and unloading area at the terminal. The basic project must incorporate relevant information from these studies which may alter or complement that established in the *Analysis of the economic, technical and operational viability of the El Far d'Empordà intermodal platform*, September 2009, or the consultation document and study on environmental impact *Rail access to LOGIS-Empordà at Vilamalla*, February 2010.

CIMALSA will pass on to the contract winner all the relevant information from the studies and projects a) b) and c) within one month of the date of awarding the contract.

2.4. Initial assumptions

The rail infrastructure is considered as double gauge (UIC/Iberian) with electrified lines to the head of the track.

The basic functions of the terminal, in agreement with the aforementioned study and that in process of offer and demand, will be as: rail hub, change of gauge UIC-Iberian, road-rail intermodal terminal, port inland terminal interior and goods logistics services.

The terminal will serve mainly containers, cars, tank trucks, swap bodies and other intermodal transport units (ITUs).

The study must be sufficiently defined to allow an exact evaluation of the investment, establish the nature of the terminal and what it must contain. It must also allow the future operator of the terminal to adapt the design in accordance with projections for transit and products and, as such, with their practical criteria for exploitation.

A base assumption is that development will be through public-private mechanisms through which the terminal operator will be financially involved in its construction.

The terminal is planned to be public and open to all rail operators, while the rail area must have controlled access.

The definition of this basic project must be laid out in the first phase as connected only to the south rail access, however the north rail connection, subject of the aforementioned consultation document must also be planned, for which the level of definition is understood to be that required for a consultation document.

2.5. Development of study

The study of offer and demand, which is to be finalised in January 2011, will establish the minimum requirements for tracks, surfaces, dimensions, services and functions of the loading and unloading area of the terminal.

The Consultancy must analyse this study to validate and set the proposed functions and priorities.

A minimum of three organisation alternatives must then be proposed for the whole area (tracks, freight platform and loading bays, long term parking areas, warehouses, technical installations, inner lanes, etc.), including, for each alternative:

1. Organisation of the terminal;
2. A functional scheme of the whole terminal (loading/unloading area, shunting area, general access track);
3. Exploitation diagrams (how the terminal will be operated, rotation time and flow of goods, and movement of external and internal traffic, machinery, people and goods);
4. Analysis of possible bottlenecks;
5. Phases of construction;
6. Approximation of costs (considering that of investment and exploitation), for the phases and for final development; and
7. Comparative study: various criteria / pros and contras / economic evaluation.

Justification of the proposals must take into account at least the following aspects:

1. Existing and affected services;

2. Information on urbanisation and property owners;
3. Links with the ce5 urban sector and bordering zones;
4. Justification of basic assumptions: criteria, ratios and parameters for the geometric design (slopes, tangents, etc.) as well as for exploitation (capacity, machinery/efficiency, etc.);
5. Relation between loading/unloading and shunting area (relation of tracks and influence on storage and management capacity). Relation to the capacity of the general track;
6. Definition of storage area, freight platform and loading bays, dimensions, characteristics of the road surfaces and storage capacity;
7. Definition of the areas of additional services, installations and buildings;
8. Truck waiting areas: dimensions, links to service and management offices;
9. Capacity of the terminal for ITUs and cars;
10. Control of access: location and dimensions;
11. Possibility of including an installation for loading flatbed trucks on carriages, both for UIC and Iberian gauge; and
12. Comparative environmental criteria: land preparation, water (flooding and drainage), and any other particular environmental consideration.

A floor plan of the chosen solution will be developed in more detail (scale 1/500), with basic geotechnical analyses.

2.6. Detail for development of proposal

The detail required for the chosen proposal will be:

Basic project for rail infrastructure, complying with the law 4/2006, 31 March, regulating rail services and infrastructures, paying special attention to electricity supply.

Organisation as a partial plan, but in detail the:

- Storage areas, freight platform and loading bays, and parking areas
- Urbanisation with project for basic works
- Final aspect
- Detailed analysis of the capacity
- Diversion of the El Far d'Empordà road route project

Total amount of investment and for each section. As well as the structure of a normal quote, the following at least must be defined:

- Railway
- Land preparation
- Freight platform and loading bays, and storage zones
- Urbanisation
- Building

Phased:

- Phase 1: Development with minimum investment justified
- Phase 2: Full development with 750 m tracks with south access

Phase 3: Full development with 750 m tracks with north and south access
Related to the development of external infrastructures and possible programming of the development steps
Investment and capacity for the execution of each development step
Phase 4: possibilities for extension

Environmental documentation:

While this document is internal, so there are no environmental control procedures from the Department of the Environment, the development of the chosen solution and the documentation presented must give definite answers to the specific questions in the environmental impact statement emitted by the Department of the Environment:

Land preparation (related to shunting area)

Solution for water as a critical aspect (flooding and drainage)

Landscape protection

Current state of the environmental conditions, evaluation of the works and the appropriate environmental measures for this type of action.

Without prejudice to the environmental evaluation document drawn up by the contract winner, CIMALSA may commission complementary environmental surveys which must be coherently incorporated in the final document.

Plan for submitting the project to public institutions, with reports and all necessary information.

2.7. Documentation for the contract winner

CIMALSA will make the following studies available to be taken into consideration:

- Study of offer and demand for the future El Far d'Empordà – Vilamalla intermodal terminal
- Basic project for the south rail access to LOGIS-Empordà at Vilamalla – El Far d'Empordà (key: 2010/04/SER/PB_SUD_EMP)
- Criteria for sustainability in the water cycle
- Consultation document for the north rail access to LOGIS-Empordà at Vilamalla – El Far d'Empordà (key: 2010/05/SER/EI_EIA_NORD_EMP)
- Partial plan and the urbanisation project for the Les Pedroses sector (LOGIS Empordà)

- Other studies and projects for internal use, which may be relevant for the contract.

In the case of studies and projects not finalised and/or approved by CIMALSA when the contract is awarded, all relevant information available at the time will be passed on to the contract winner within a maximum period of one month.

CIMALSA will be responsible for obtaining and managing topographic and geological data. However, the Consultancy must make the necessary documentation available to define the commission, manage and supervise the development of the service, and include the data coherently within the final document.

All documentation which CIMALSA may draw up during the works must also be incorporated by the Consultancy, coherently, in the final document.

3. REPORT ON WORKS PROGRESS, FOLLOW-UP AND CONTROL

3.1. Control of works

While the document is being drawn up, the Consultancy must give detailed information to CIMALSA of the stage of development of the works in progress. CIMALSA must also be supplied with all data corresponding to updating of the Programme of Works in force and be given the documentation available in the phases depending on the aforementioned Programme.

CIMALSA may request follow-up and control of the works, when considered necessary, from the person responsible for each work or from any technician in the Consultancy team, to examine the works, request explanations for the progress of the tasks, or for any other matter in question.

When considered necessary, the personnel of CIMALSA also have the authority to collect the information and/or carry out checks of completed documents or those being drawn up. The Consultancy is obliged to give any help needed to carry this out.

It is the responsibility of the Consultancy to update, on the FTP server made available by CIMALSA, the documentation relating to the developed works. This documentation can be found in digital and PDF format (with a minimum resolution of 300 dpi).

While no regular updating is agreed, the documentation should be updated at least once a month, or when required by CIMALSA.

3.2. Follow-up meetings

CIMALSA will arrange follow-up meetings when considered necessary, to guarantee adequate progress and quality of the works.

At the follow-up and control meetings, the Consultancy will supply the documentation agreed on with CIMALSA, ensuring that all work documents and plans are fully intelligible. The Consultancy must bring a plan of all documents to the meetings to give an idea of the global solution proposed.

Minutes of the meetings and records of all partial works delivered must be made, and it is the responsibility of the Consultancy to prepare them, signed by all at the meeting, scanned in PDF format and sent to those who attended the meeting within seven calendar days.

It must also be taken into account that the Consultancy must deliver two copies of the documentation necessary to evaluate the partial works to CIMALSA, unless otherwise specified, in hard copy and in PDF format.

3.3. Monthly report

The Consultancy must prepare a monthly follow-up report, written in **English**, to be sent to the appropriate bodies of the European Union which co-finance the project.

Unless otherwise specified, this report should be sent to CIMALSA, in PDF format, on the 21 of each month, signed by the coordinator of the Consultancy.

4. DOCUMENTS TO BE PRESENTED

4.1. Format

The principal document should be in the format required by the Ministry of Town and Country Planning and Public Works of the Generalitat de Catalunya for technical projects.

Unless otherwise specified, the format for presentation of other documents (PowerPoint, photomontages, etc.) will be according to the guidelines set by the visual identification programme of the Generalitat de Catalunya (<http://www.gencat.cat/piv/>)

All documentation presented must show the logos of the Port of Barcelona and acknowledge the co-financing of the European Union.

4.2. Documents

The Consultancy must present all necessary documents to be able to understand and justify the proposal (report, annexes and plans), and in the detail specified in section 2.5 of these specifications.

A summary must be presented in Catalan and Spanish (the PDF must be maximum 4MB).

A PowerPoint must be prepared for presentation.

4.3. Examples and support

The Consultancy must present the following documentation:

2 hard copies of the full document and of the summary

2 copies in digital format (CD / DVD) of:

- Editable and PDF files of the full document and, separately, of the summary and a PowerPoint presentation.
- Digital files of the budget, prepared, unless otherwise agreed, using the budget program TCQ.
- All documentation generated during development of the studies and the transactions: additional information, tables, contacts, photomontages, letters, minutes of meetings, reports from organisations, associations, etc.

1 copy in digital format (CD / DVD) with the project divided in PDF files, maximum 10 Mb, following the index of the project, to facilitate publication on the website.

Documentation in digital format must be correctly structured and classified, with correct referencing (plans), following the instructions of CIMALSA in the first meeting.

All this documentation must be indexed and reflected as received in the records.

In the case of any information in the documentation handed in being later modified by the Consultancy, the Director of the Study must be presented with the modified version of the documentation as soon as possible.

Repeated handing over of incomplete digital documentation, or that which does not comply with the current regulations, will prevent the definitive reception of the works on the part of CIMALSA.