**RSSB 2355 -T1119 Simulating Offset Loading of Container Wagons on Twisted Track**

Tender Questions Document

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| **Supplier Question 1**  Please may we request a 2 week extension to the submission date as we will struggle to respond by 6th Jan due to Christmas annual Leave. |
| **RSSB Answer 1**  RSSB is willing to extend the deadline of this tender by 1 week to Friday 13th January.  The Contract Notice will be updated to reflect this. |
| **Supplier Question 2**  It was our understanding that the intention was for RSSB to provide three validated vehicle models to be used for this project, with permission in place from the model owners. However the ITT now indicates that it is the responsibility of the tenderer to source these models, providing adequate evidence of validation and IPR or agreements in place to use the models. Can this please be confirmed. |
| **RSSB Answer 2**  It was always the intention that the supplier would be responsible for agreeing and demonstrating access to the relevant validated models. This is because any intellectual property around these models is not owned by RSSB, and therefore not ours to give. We did however offer to help facilitate discussions, meaning putting suppliers into contact with potential owners of models. If any impression was given otherwise, we do apologies, as this was not the intention. Please also note that it is not necessarily **three** wagon types either, a minimum of two is proposed.  **Relevant paragraph 4.3.1**  ***“ It is proposed that simulations should be carried out using previously validated existing vehicle models and evidence of the validation of these models should be provided as part of the tender for this work****. In consideration of models selected for the study it is important that these are chosen to be representative of the range of the current GB container carrying rail fleet as best as possible, including:*  ***Representing a range of body torsional stiffness***  *In developing the specification of this project two intermodal wagons were identified as suitable to represent the range of stiffness; the FEA (as a spine wagon) and FSA (as a skeletal wagon) types, but other types may also be suitable.*  ***Represent a range of bogie types***  *Of the FEA and FSA wagon types identified above, both operate on a Y-series type bogie. It may be of interest to also simulate different bogie types.*  ***Represent a significant proportion of the fleet population***  *Models should be chosen so that they represent a significant proportion of the population currently and/or projected to be in use.*  *The wagon types chosen for the study are likely to be restricted by the availability of validated models and practicality of test cases.* ***It is left to the supplier to propose the types used for the study and provide justification for the selection based on achieving the aims of the study.”*** |
| **Supplier Question 3**  The ITT mentions simulations to be carried out on real measured track from actual derailment sites. Can RSSB please confirm whether this track data will be provided by them. |
| **RSSB Answer 3**  Unlike the above, there is no need to demonstrate access to real track data. After delivery of WP1, the track data used in WP2 will be agreed and provided by members of the client group (the Cross Industry Freight Derailment Working Group) on which Network Rail is heavily represented. It is worth noting that the supplier is expected to be able to carry out the standardised testing as outlined in GMRT2141 appendices A and C without assistance.  **Relevant paragraph 4.4.4**  “A follow-on piece of work would be the simulation of a small number of selected unevenly-loaded wagon cases on measured track data from actual derailment sites. The cases will be selected from the scenarios in Appendix B based on previous results from WP1 and feedback from the XIFDWG. As with the GMRT2141 method simulations, the first three derailment descriptors defined in section 4.2 would be recorded as the output for each case. It is suggested cases are chosen from Appendix B which approach the limits of ΔQ/Q, Y/Q and ΔZmax.  The exact number of loading scenarios and test sites will vary per the findings of WP1, however, it is expected that 2-3 localised test sites will be identified with ten or so loading scenarios. **Track data for the sites will be provided by Network Rail and RSSB will help to facilitate this if required. There will be no need for the supplier to collect or provide data themselves.”** |