

**INFRATRASPORTI.TO s.r.l. a socio unico**

**C.so Novara n. 96 - 10152 – Turin (IT)**

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**PUBLIC NOTICE**

**INVITATION TO PARTICIPATE TO THE PRELIMINARY MARKET CONSULTATION  
IN ACCORDANCE WITH THE COMBINED PROVISIONS OF ARTICLES 122, 66 AND 67 OF  
LEGISLATIVE DECREE. NO. 50/2016 AND SUBSEQUENT AMENDMENTS AND ADDITIONS**

**PREPARATORY**

**TO THE OPENING OF A PUBLIC TENDER PROCEDURE PURSUANT TO THE COMBINED PROVISIONS  
OF ARTICLES 122, 123 AND ARTICLES 60 AND SS. OF LEGISLATIVE DECREE NO. 50/2016 AND  
SUBSEQUENT AMENDMENTS AND ADDITIONS AIMED AT THE MIGRATION FROM THE VAL  
SIGNALLING SYSTEM TO A DIGITAL SIGNALLING SYSTEM BASED ON CBTC TECHNOLOGY, THE  
PURCHASE OF VAL208 TYPE ROLLING STOCK AND RELATED ON-BOARD AUTOMATION.**

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## 1. Foreword

Infra.To s.r.l. (hereinafter "Infra.To"), is a company wholly owned by the City of Turin on an "in-house providing" basis, which holds the concession for the construction and management of Line 1 of the Turin Automatic Underground and, which in accordance with its Articles of Association, carries out engineering, design, construction and development activities for plants, systems and infrastructures, including railway infrastructures, for passenger and freight transport systems.

The operation of Line 1 is instead entrusted to Gruppo Torinese Trasporti S.p.a. (hereinafter, "G.T.T."), by virtue of a specific service contract signed by Infra.To, the City of Turin, the Metropolitan Mobility Agency and G.T.T. on October 29, 2012.

Line 1 of the Turin Automatic Underground uses the **Automatic Light Rail System - V.A.L.-208** (also known as "the VAL") which was selected in 1991 by the City of Turin following multiple technical-economic evaluations based on the Automatic Underground systems then in operation. It consists of an analogue system developed in the early 1980s and marketed in Italy on an exclusive basis by the European Economic Interest Group - Geie Transfima - and the European Economic Interest Group - Geie Val 208

The main reasons that led to the choice of the VAL system as the system upon which develop the Turin Automatic Underground project, were identified in the following aspects:

- VAL was the technology that had been in operation the longest and with the greatest guarantees of reliability;
- the reference route of the City of Lille, the most similar to that of Turin, envisaged a prevalent underground development and similar performance characteristics to VAL system;
- VAL technology had been validated in a European country, with consequent possibility of adoption of local regulations and application in Italy.

To date, as far as we are aware, production intended for all the economic operators present on the market and operating on the Italian and French markets has been completed, with the interruption of all technological development of the System. As of today, therefore, the circulation of VAL 208 vehicles, which are no longer fully compliant with current regulations, is made possible by exemptions granted by the Ministry of Infrastructure and Transport (the "MIT").

In the last few years, obsolescence of some subsystems of the analogue signalling system has gradually become apparent, mainly due to the difficult availability of obsolete electronic components on the market, with a consequent increase in maintenance costs.

In addition, the westbound extension of Line 1 of the Turin Automatic Underground (Collegno-Cascine Vica section) is currently under construction, with an expected increase in the number of vehicles in circulation by the start-up date (2024).

Infra.To therefore needs to identify an economic operator capable of supplying new rolling stock and the related signalling system that exceeds the VAL 208 system.

## 2. Needs and requirements

In order to conform the supply to the regulations in force, it was deemed necessary to switch from an analogue system to a digital system called Communication Based Train Control (CBTC), as the new international protocol for the management of automatic metro systems.

This system, used by most train manufacturers and present in various recent experiences in the panorama of the realization of Automatic Undergrounds, complies with the most recent European provisions and has an estimated "technical-economic life" of 30 years (2050), with the possibility of extending the period of use through hardware and software upgrades (implementable and upgradeable system). It also requires less hardware and no track circuits, with reduced maintenance costs, less need for night-time access to the line, and consequent possibility of extending operating hours.

Taking into account the estimated construction time for the new signalling system of around 28-30 months from the date the contract was signed (June 2021) and the necessary testing period of 10-12 months, the new rolling stock will be put into service significantly earlier than the delivery of the first VAL 208 train, currently out of production, by an average of around 12 months over the entire supply, thus making it possible to operate the Collegno-Cascine Vica section under current operating conditions without reducing the frequency of service during peak hours.

The consultation is aimed at identifying a full automation product made up of a vehicle and the on-board and trackside automatism that must be compatible with the current infrastructure (i.e. 750V traction power; overall dimensions and static and dynamic stresses; interaxis of the vehicle doors corresponding to that of the platform doors; etc.).

The estimated requirement of 16 trains will have to be delivered by September 2024, i.e. in 38 months from the expected date of stipulation of the contract, assumed to be June 2021 (proposed timetable available in the data room).

Considering that the existing fleet (58 VAL208NG 26-metre vehicles) will continue to be used, the manufacturer will have to study and guarantee the functionality of the new automatism on board the current fleet, taking care of their installation on board.

The proposed product must guarantee at least the same performance standards as the analogue VAL System, the safe use of the entire subway infrastructure and compliance with current regulations, guaranteeing, through the use of new and more modern technologies, lower consumption of traction energy.

Infra.To reserves the right to optionally request, in the subsequent tender procedure, also the extraordinary maintenance of the vehicles.

### **3. Purposes and objectives of the market consultation**

The initiative provides, due to the technological and highly specialized nature of the product to be developed, the initiation of an in-depth comparison with the market through the instrument of preliminary consultations pursuant to Articles 122, 66 and 67 of Legislative Decree No. 50/2016 and subsequent amendments and additions.

The consultation is carried out according to the general principles of economy, effectiveness, impartiality, equal treatment, transparency, proportionality, publicity, environmental protection.

The preliminary market consultation therefore allows Infra.To to acquire from interested operators knowledge and technical and/or organizational solutions, reports, data and information, which may be functional to design and plan the subsequent tender procedure in order to meet the objectives and needs of the administration, in line with the available resources and the real potential of market supply.

Please note that the participation and the technical contribution of the operators are provided free of charge, without any right to reimbursement of expenses. The contributions provided may not contain offers or contractual proposals and shall be forwarded to the contracting authority in the manner provided for in the notice at point 4 below.

In any case, the technical contributions of the operators do not entail any negotiating obligation for Infra.To.

The subjects taking part in the consultation shall indicate whether the contributions provided contain information, data or documents protected by patent rights or in any case revealing corporate, commercial or industrial secrets, as well as any other information useful to reconstruct the subject's position in the market and its competence in the field of activity covered by the consultation. Infra.To undertakes from now on to keep confidential and not to disclose to third parties the data received.

In this context, the consultation of the market is therefore functional to the achievement of the following specific objectives:

- a) to deepen the knowledge of the market and of the possible economic operators involved;
- b) to acquire the elements and information necessary to define the minimum requirements - with specific reference to the technical and professional competence - that may favour the maximum participation of the operators to the following public procedure that Infra.To intends to carry out;
- c) to acquire the elements and information necessary to identify the possible requirements and criteria - technical, functional and performance - for the evaluation of the offers within the public evidence procedure, which allow to favour the maximum competition and participation of the companies;
- d) to acquire preliminary information on the methodologies that may be used for the development activities and for the delivery times;
- e) to acquire preliminary information on the technologies that can be used, which may be useful to improve and enhance the customer experience.

#### **4. Modalities of participation in the market consultation**

##### **4.1. Expression of interest**

All parties potentially interested and/or able to provide the requested information are allowed to send the expression of interest and to participate in the preliminary market consultation.

May therefore participate all economic operators referred to in Articles 45 and 48 of D. lgs. No. 50/2016 and subsequent amendments, registered in the register of the Chamber of Commerce, Industry, Handicrafts and Agriculture in Section compatible with the subject of this procedure, or in a similar register of the foreign country of origin.

The specific requirements of a general nature, technical and professional capacity and/or of a financial nature, for participation in the subsequent call for tenders, will be defined at a later date also in the light of what will emerge from this market consultation, also in order to guarantee maximum competition and participation of operators.

The participation of economic operators in the consultation and any technical contribution is entirely free of charge, with no right to reimbursement or expenses.

The expression of interest must contain a brief presentation of the modalities with which the economic operator intends to address the issues covered by this consultation, also with regard to the timing of implementation, including the extraordinary maintenance of vehicles.

Expressions of interest must be received by the following PEC [infratrasportitosrl@legalmail.it](mailto:infratrasportitosrl@legalmail.it) **no later than 13:00 (Italian time) on 23 February 2021** and the subject must bear the wording "Preliminary market consultation - New rolling stock and related signalling system". Any requests for clarification must be sent to the same PEC, within 5 days prior to the deadline, and therefore **by 18 February 2021**.

Economic operators established in a foreign country without a PEC address must indicate in their expression of interest the email address that they intend to use for the transmission of the participation documentation and for all communications with Infra.To.

Economic operators based in countries outside the European Union are also admitted to this procedure, given the particular technical complexity of the products required.

All documentation must be submitted by the economic operator in Italian or in Italian and English, it being understood that in case of contrast between the two versions, the Italian version will prevail.

##### **4.2. Public event for preliminary market consultation**

Infra.To will arrange with each participant the date of the hearing, which will be held in Italian, at Infra.To's premises - Corso Novara, 96 – Torino (IT) - or remotely, taking into account the COVID-19 precautions. The participation of a translator or an interpreter in support of the economic operator is allowed, where the same declares to use it in the expression of interest.

Any change to the above calendar and dates will be communicated well in advance, by means of a notice on the institutional website of Infra.To - [www.infrato.it](http://www.infrato.it), in the "Notices and Contracts" section.

In compliance with the provisions of art. 66 of Legislative Decree No. 50/2016 and subsequent amendments and additions, the event will be an opportunity for companies to provide comments, data, or technical reports that can be analyzed and evaluated by the contracting authority in view of the public procedure to be carried out, in order to calibrate objectives and requirements and achieve savings in means and resources, also in relation to the market structure.

In compliance with the provisions of Article 67 of Legislative Decree No. 50/2016 as amended, the public event represents the intervention and the measure adopted by the Contracting Authority aimed at avoiding that the information, for any reason and in any form provided during the consultation phase, result in an infringement of the principles and rules of competition under EU and Italian law, equal treatment, non-discrimination.

Moreover, Infra.To undertakes to make available, in good time for participation in the selection procedure, upon request by potential competitors, the information acquired or exchanged during the consultation process by economic operators or companies connected to them, or by third parties who have provided such information in the interest of specific economic operators. In this case, Infra.To will make available extracts, summaries or documents that do not contain information covered by patent rights, revealing business, technical or commercial secrets or in any case not releasable in application of the relevant legislation.

## **5. Publication**

This notice is published on the Infra.To institutional website, [www.infrato.it](http://www.infrato.it) - in the "Notices and Contracts" section, in compliance with the principles of publicity, non-discrimination and equal treatment.

This notice is also published in the GUUE - pre-information notices section, in the GURI and in two national newspapers.

## **6. Processing of personal data**

The present procedure falls within the scope of a procedure for the choice of contractor for which personal data of subjects related to the economic operators who intend to participate in the procedure will be processed. The data subject to processing fall into those categories of data required by current regulations on procurement.

Owner of the treatment is Infratrasporti.To s.r.l., with the role of Contracting Authority, which can be contacted at the following e-mail [infrato@infrato.it](mailto:infrato@infrato.it) and PEC [infratrasportitosrl@legalmail.it](mailto:infratrasportitosrl@legalmail.it).

The data will be acquired and processed in accordance with EU Regulation 2016/679 and d. lgs. 196/2003 and subsequent amendments, solely for purposes related to this procedure for the selection of economic operators.

The data will be kept for the duration of the procedure in the terms established by the sector legislation.

The interested party may exercise all the rights referred to in that legislation such as, for example, the right of access to personal data, the rectification or erasure of the same or the limitation of the processing of data concerning him and to oppose their treatment, as well as the right to complain to a Supervisory Authority.

The provision of data is compulsory and aimed exclusively at the procedure for the selection of economic operators and the subsequent awarding of the contract; if the requested information is not provided, it will not be possible to take part in the procedure.

## **7. Contracting Authority**

Infratrasporti.To s.r.l.

Corso Novara, 96

10152 – Torino (IT)

email: [infrato@infrato.it](mailto:infrato@infrato.it)

PEC (Posta Elettronica Certificata): [infratrasportitosrl@legalmail.it](mailto:infratrasportitosrl@legalmail.it)

The Responsible for the Procedure is Marco Cesaretti.

The Contracting Authority will provide interested economic operators with a **Data Room** containing the documentation useful for consultation. Access to the **Data Room** will be granted upon written request to the above-mentioned PEC address and subject to the issue of a specific declaration of confidentiality which will be sent to applicants.

Turin, 1<sup>th</sup> February 2021

**Marco Cesaretti**

Responsible for the Procedure

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