

ELL Polska Asset Sp. z o.o.
Wladyslaw Andersa Square 7
61 - 894 Poznań

Poznan, 10th December 2024

DESCRIPTION OF THE OBJECT OF THE CONTRACT

Description of the Object of Order (OPZ) for the tender procedure announced by ELL Polska Asset Sp. z o.o. entitled "**Purchase of 2 zero-emission electric traction locomotives for intermodal transport**":

I. Subject of the contract

1. The subject of the contract is the supply of new 2 (in words: two) electric traction locomotives for intermodal transport.
2. The locomotives which are the subject of the contract at the date of delivery must be authorised for operation in Poland and other European countries according to the configuration shown: Poland, Germany, Austria, Hungary, Czech Republic, Slovakia, Romania, , Slovenia, Croatia, Italy.
The following applies to Italy: The locomotive shall operate on DC 3kV electrified lines with a top speed of 160 km/h as a cargo locomotive. At the time of the delivery of the locomotive only limited operation under SCMT (without ETCS) is accepted. The ETCS package can be ordered at the Contractor as soon as the Contractor obtained the approval for operation under ETCS.
3. Locomotives must be approved for operation in the countries indicated in pt. I.2 OPZ at the date of delivery.
4. A total of 2 traction locomotives are to be supplied.
5. The locomotives under investigation must be new, built from new modules, components and parts.
6. Locomotives supplied must have at least 24-month warranty, running from the date on which the Parties sign a protocol of acceptance of the individual vehicles, with the protocol confirming the absence of defects and faults in the vehicles supplied.
7. The locomotives will be delivered by the Contractor at his expense to the City of Poznań.
8. The subject matter of the contract is defined as: CPV 34611000-3 Locomotives

II. Basic technical and operational data of locomotives required

L.p.	Parameters	Requirements
1	Purpose	Locomotive designed for intermodal transport
2	Interoperability	The design and performance of the locomotives must fully comply with the requirements of the relevant TSIs for rail interoperability

3	National corridor configuration	DE (Germany) AT (Austria) IT (Italy) PL (Poland) CZ (Czech Republic) SK (Slovakia) HU (Hungary) RO (Romania) SI (Slovenia) HR (Croatia)
4	Mains voltage	AC 15kV
		AC 25kV
		DC3kV
5	Pantographs	4 pcs. Panto 1 = AC 15kV Panto 2 = DC 3kV (PL/CZ/SK) Panto 3 = DC 3kV (IT/SLO) Panto 4 = AC 25kV (HR)
6	Total maximum mass of locomotive fully equipped	90,0 t - EN 15528:2015
7	Maximum operating speed	200 km/h
8	Maximum braking force in electric mode	150 kN 240 kN (increased electric braking force)
9	Minimum passable curve radius	Minimum travelled curve radius on track = 140 m Minimum travelled curve radius in depot = 80 m (at speed below 5 km/h, uncoupled single vehicle)
10	Service life	Expected 30 years
11	External noise level	The locomotive complies with the TSI Noise:2011 and the Austrian Ordinance on Noise Emission Licences for Railway Vehicles (SchLV)
12	Maximum pulling force in electric mode	320 kN 350 kN* *for AT

13	Safety and driving control systems	ETCS (3.4) Level 1 mit Euroloop ETCS (3.4) Level 2 PZB90 / LZB80 (CIR-ELKE I) SCMT SHP LS & EVM (Mirel)
14	Outdoor temperature	-25 to + 40 °C
15	Working in difficult winter conditions	8 Sandboxes/Blasting system with in total 480 litres of Sand (60 litres per sandbox)
16	Maximum altitude.	1400m above normal zero
17	Track width	1435 mm
18	Number and arrangement of axles	4 axles in Bo`Bo`
19	Wheels	Solid disc wheel (max. 1250 mm / min. 1160 mm)
20	Castor pressure (max.)	22.5 t - EN 15528:2015
21	Wheel flange lubrication system	Automatic wheel flange lubrication system
22	Brake	Air Brake (direct) Air Brake (indirect) electrical Brake (electrodynamic) spring-loaded brake (parking)
23	Friction brake	Disc brake with wheel brake disc on all axles
24	Parking brake	Spring-loaded brake on 1 wheel each wheelset
25	Wheel slip protection	Electric wheel slide protection device acting selectively on individual wheelsets
26	Coupling	Coupling system 1500 kN according to DIN EN 15566:2011: - Pulling device DIN EN 15566:2011 with towing hook with a breaking load of 1500 kN. - a screw coupling in accordance with DIN EN 15566:2011 with a breaking load of 1350 kN; the screw coupling exceeds the

		<p>requirements of UIC 520:2003 and UIC 826:2004.</p> <p>- a tension spring mechanism with elastomer spring according to UIC 827-1:1990.</p>
27	Buffers	<p>Two side buffers (centre flange buffers) of category C (70 kJ/buffer) in accordance with EN 15551:2009 and UIC 527-1:2005 with elastomer spring in accordance with UIC 827-1:1990, hydraulic element and energy absorption element connected behind it. The side buffers also should fulfil the requirements of UIC 526-1:2008, which do not contradict EN 15551:2009.</p> <p>The tractive and braking forces of a double traction (traction: 600 kN, pressure: 300 kN) can be permanently applied to the underframe via the traction and push devices.</p>
28	Cabin	<p>Double-cabin locomotive - two identical cabs at both ends of the locomotive</p> <p>Access doors on both sides of each Cab</p> <p>Ladder with anti-slip metal pattern</p> <p>Heated windscreens, equipped with windscreen washers, variable speed wipers and manually adjustable blinds</p> <p>Driver's console on the right-hand side - UIC 612-0:2009</p> <p>2 seats in each cab: driver's seat (pneumatic, sprung, with armrests and headrest, adjustable vertically and horizontally and backrest inclination) and driver's assistant seat with at least vertical adjustment</p> <p>Air conditioning with heating, cooling and ventilation</p> <p>The main lighting in the driver's cab is provided by two lights on the ceiling. The driver's desk is illuminated with at least 75 lux in accordance with EN 13272:2012.</p> <p>Cab light not adjustable (can be separated driver side -> assistant side)</p> <p>Book timetable lamp is adjustable</p>

		Thermal Container for Cooling or Heating (drinks & food)
		Small waste container
		First-Aid kit
		1 fire extinguisher/cabin
		2 fire masks/cabin
		2 electrical sockets (230 V), two USB sockets
		EBuLa on-board display unit in each driver's cab of the locomotive, installed in the console of the driver's desk
29	On-board communication system	GSM-R (MTSE Module) 450 MHz analogue 160 MHz for Poland 160 MHz for Hungary, Romania and Slovakia Radiostop-Function (CZ/SK)
		Central control units (CCU) Drive control units (ASG) LCD colour displays (CCD, TDD, ETCS) in the driver's desks Brake control unit (BSG) Anti-slip protection for the pneumatic brake Peripheral connection via decentralised input/output modules (I/O) Train bus connection for multiple traction control Remote data transmission device (RDT)
		GPS and communication via mobile communication standard
		On-board communication systems - MVB, CAN, Ethernet, Profibus
		Ep brake according to UIC 541-5:2005 NBÜ according to UIC 541-5: 2005 Simplified ep brake according to UIC 541-5:2005 ep brake according to DB system NBÜ according to DB system ep brake according to UIC 541-6:2010 NBA according to UIC 541-6:2010 NBÜ 2004 of the DB
		Door control (TB0 , ÖBB) according to UIC 612-0:2009
30	Reversing camera	Video cameras on both cabs and both sides of the locomotive

31	Data logger	ATLAS Multi-Standard TRU
32	Outdoor lighting	LED lighting system with heating system
33	Fire protection	The locomotive fulfils the fire protection requirements for vehicle category B from the TSI HS RST:2008 and TSI SRT:2008.
34	Paint coatings	According to a design agreed with the Contractor, as far as the Contractor's technological process allows.
35	Employer's logo	Design chosen by ELL

III. Required documentation

The Contractor must provide the Employer with the documents listed below together with the locomotives:

1. Release for operation in the countries specified in para. I.2 of this OPD.
2. Construction documentation necessary for maintenance with technical conditions for implementation. Including service records, maintenance records, locomotive history book.
3. List of consumables.
4. Spare parts catalogue. The spare parts catalog contains parts lists and drawing set of the vehicle, pneumatic documents (compressed air plan, parts list brake system, brake table), as well as circuit technology documents (circuit diagram, device wiring table, equipment list).

Documentation must be provided in electronic format.

The documentation must be submitted in Polish or in English. For documents submitted in languages other than those mentioned above, the Contractor must submit a translation into one of the 2 indicated languages, certified as a true to the original.