

Voorstel voor Agenda Tenderboard Vervoer
Dinsdag 8 mei 2001



Aan J. Janssen (vz.), M. Dullaert, H. Huis in 't Veld, P. van Kleunen, W. Korf, R. Postulart, B. van Os, B.J. Kouwenhoven, B. Roelofs, D. van der Velde, Jan van de Ven (secr.)

Gasten M. Bos

Betreft vergadering Tenderboard Vergadering

Datum / Tijd vergadering Dinsdag 8 mei 2001
15.00 – 18.00

Locatie Kantoor Westraven, Utrecht
kamer 16.05

Datum

13 april 2001

Ons kenmerk

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Uw kenmerk

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Contactpersoon

Jan van de Ven

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Concept Agenda

1. Opening

2. Notulen vergadering 10 april 2001

De concept notulen van de vorige vergadering zijn bijgevoegd als bijlage 1.

3. Mededelingen

Ingekomen stuk; verslag van de bespreking over "benefit sharing" en "change procedure" in addenda 2; bijgevoegd als bijlage 2.

4. Ontvangst biedingen

- Informatie over verloop 2 mei: aantal biedingen, bieders
- Informatie over verloop evaluatie biedingen en weergave van eerste indruk van het Review Team
- Bespreking van compliancy aspecten van de TOC tender, hierover volgt maandag een notitie per email (bijlage 3)
- Bespreking van de completeness aspecten van de Rolling Stock tender, hierover volgt maandag een notitie per email (bijlage 4)

5. Terugkoppeling acties voorgaande vergadering

Naar aanleiding van de vorige vergadering zijn een aantal acties uitgezet in het Vervoerteam. Peter van Kleunen zal hierover rapporteren:

- A. Bandbreedtebepaling naar aanleiding van de working assumptions (zie bijlage 5)

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- B. Invloedverschuiving startdatum concessie (mondeling toegelicht in vergadering)
- C. Raakvlak/coördinatieprobleem in kaart brengen (zie bijlage 6)
- D. Terugkoppeling verbeteracties organisatie Vervoerteam (mondeling toegelicht in de vergadering)

6. Toets van de referentie positie en financieel model

Op 26 april zijn door D. van der Velde, M. Dullaert, B. Roelofs de referentie positie en het financieel model getoetst, zij zullen de conclusies uit deze toets rapporteren.

7. Rondvraag en sluiting

Vaststellen volgende vergadering

Bijlagen en status:

- 1. Notulen vergadering 10 april 2001; concept
- 2. Ingezonden stuk: verslag bespreking addenda 2; ter goedkeuring
- 3. Memo: compliancy aspecten van de TOC tender; volgt maandag
- 4. Memo: completeness aspecten van de Rolling Stock tender; volgt maandag
- 5. Memo: working assumptions; ter informatie
- 6. Memo Raakvlak/coördinatieprobleem; draft

Datum
13 april 2001
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Bijlage 2: Verslag bespreking Addenda 2



Aan Tenderboard

Kopie

Onderwerp Bijlage2: Verslag bespreking Addenda 2

In het vorige Tender Board overleg d.d. 10-4-2001 heeft de Tender Board aangegeven niet in te stemmen met :

- het feit dat Addendum 2 d.d. 23 Maart 2001 is verzonden aan de biedende partijen zonder dat de Tender Board hiervan van te voren kennis heeft kunnen nemen
- addendum A 2.1 (inzake benefit sharing mechanism) en A 2.5 (inzake de Change procedure) zoals deze in Addendum 2 zijn opgenomen.

Op vrijdag 20 april jl is een overleg gevoerd met Joop Janssen, René Postulart, Wim Korf, Bas van Os, Gerben Schuhmacher en Mirjam Bos inzake het Addendum 2 en het uit te brengen Clarification 4. Na dit overleg is de Tender Board akkoord gegaan met de tekst voor clarification 4 (in het bijzonder het antwoord op vraag 4.42). De clarifications 4 zijn vervolgens dezelfde dag met goedkeuring van de Tender Board verzonden aan de 4 Tenderers.

Datum
4 mei 2001

Ons kenmerk
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Bijlage 3
Memo

Ministerie van Verkeer en Waterstaat
Directoraat-Generaal Personenvervoer
Projectdirectie HSL

Aan
Leden van de Adviesraad Vervoer HSL-
Zuid
De heer A. Scheepbouwer
De heer K. van Miert
De heer J. Hommen

Van	Doorkiesnummer
Wim Gideonse	00-31-6-22665030
Datum	Bijlage(n)
4 mei 2001	-
Onderwerp	
Voortgang Evaluatie Biedingen Vervoer HSL-Zuid	

L.S. ,

Doel memo

U te informeren over:

- voortgang evaluatie biedingen;
- adviesvraag.

Voortgang evaluatie biedingen

Zoals u weet zijn er eergisteren drie biedingen binnengekomen: DB/Arriva, Startrac (SJ, CGEA, ConneXXion) en NS/KLM.

In de ITT werd gevraagd om een bindend bod van minimaal 100 miljoen Euro per jaar. Echter onder aanname dat de Staat en de internationale partners (NMBS/SNCF) in de ITN-fase akkoord zullen gaan met de door de bidders voorgestelde:

- prijsstelling van de kaartjes.
- materieeltype en aantal treinstellen.

De drie biedingen zijn op het eerste gezicht als volgt te karakteriseren:

1. well above target en bindend;
2. on target maar met zware (niet toegestane) proviso's; wanneer deze ingerekend worden kan het zijn dat deze bieding de drempelwaarde niet haalt;
3. below target en bindend

Het is de vraag of met name de laagste twee biedingen zullen blijken te voldoen aan de eisen van compliancy (middels clarifications kan er nog aanvullende informatie worden verschaft door de bidders). Hierbij komt het aspect van feasibility aan de orde, waaruit zal moeten blijken of de verschillen tussen de biedingen inderdaad zo groot zijn als op het eerste gezicht lijkt.

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Analyse

Indien minimaal twee biedingen compliant en feasible worden bevonden, kan er volgens plan een ITN-fase ingezet worden met twee bidders, waarin beiden op gecontroleerde wijze met name NMBS en SNCF zullen spreken over onder meer materieel en tarifiering. Deze procedure duurt zeker enkele maanden.

Het is echter de vraag of de marktspanning zo lang vastgehouden kan worden, indien het verschil tussen bidders ook na de clarifications nog steeds te groot is. Een kortere procedure met een preferred bidder en een wachtkamer ligt dan meer voor de hand. Er wordt dan afgeweken van het principe om twee partijen door te laten gaan. Het ITT vermeldt dat "in principal, the two tenderers with the highest scores will be invited for the negotian phase". Een belangrijk aandachtspunt is dan het feit dat nu een base case met varianten is uitgevraagd en dat het uiteindelijke contract daar in geringe mate van af kan wijken. Het moet volstrekt helder zijn dat ook bij de uiteindelijke contractuele specificaties het verschil tussen 1 en 2 voldoende groot zou zijn geweest.

Indien slechts één bieding compliant wordt bevonden is het de vraag of er voldoende marktspanning is om de onderhandelingsfase in te gaan. De onzekerheden met betrekking tot met name, maar niet uitsluitend, NMBS en SNCF geven de bidder dan vele mogelijkheden om zijn bieding neerwaarts bij te stellen. Bovendien is er geen concurrentie meer tussen bidders waardoor er een gedeeld belang met NMBS en SNCF kan ontstaan om de bieding omlaag te krijgen.

De "clarificationfase" wordt hierdoor belangrijker:

- enerzijds om vast te stellen of er voldoende grond is om met een preferred bidder een verkorte onderhandelingsprocedure in te gaan;
- anderzijds om de "downward" risks in de tender van de hoogste bidder op zeer korte termijn en zoveel mogelijk van een prijskaartje te voorzien (n.b. de clarifications worden conform ITT onderdeel van de bieding).

Adviesvraag

1. Is het raadzaam om middels de clarifications (conform de ITT) vast te stellen:

- wat de "bodemwaarde" is van het hoogste bod in verband met de nog resterende onzekerheden in verband met onder meer NMBS en SNCF;
- wat de maximale waarde is die de overige bidders op bindende wijze zouden kunnen bieden, gegeven de marge die er nog is tussen de huidige specificaties en de waarschijnlijke specificaties in het contract ?

2. Is het raadzaam om, indien ook zo het verschil tussen 1 en 2 voldoende groot blijkt te zijn, op korte termijn en versneld met de hoogste bidder te gaan onderhandelen?

Met vriendelijke groet,

DE PROJECTDIRECTEUR HSL-ZUID

Wim Korf.

Bijlage 4: Memo Rolma Tender



Aan Tenderboard

Kopie -

Onderwerp Rolling Stock

Geachte leden Tenderboard

In onderstaande wordt in het kort ingegaan op de tender Rolling Stock en enige bijzonderheden. Vervolgens worden u de volgende vragen gesteld:

- Gaarne advies of, en zo ja op welke wijze, Siemens benaderd moet worden (punt 3);
- Gaarne (procesmatig) advies over de wijze waarop met Bombardier omgegaan moet worden (punt 4).

1 Introduction

Based on the first assessment of the rolling stock bids two issues came on the table which were discussed in the rolling stock review team meeting on May third. The first issue is related to the performance of Siemens and the second issue is related to the non compliance of the Bombardier Bid. The rolling stock review team request the advise of the Tender board on the two issues. First some general information on this phase of the Rolling stock tender is provided

2 General information on Rolling stock tender for Tender Board

Rolling Stock tender ITT phase 1 has the objective to select as many rolling stock manufacturers for the next round as possible. Selection is based upon high-level requirements, such as maximum speed of 300 kph, minimum number of passengers (sufficiently low to also allow single decks trains) and a price guarantee within a margin of 15%. The tenders were requested to provide a description of the proposed rolling stock. Changes to this proposed rolling stock rolling stock are not included in the 15% price margin but may be addit.

Datum

7 mei 2001

Ons kenmerk

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Some history

- In October 2000 8 parties qualified.
- Fiat withdrew because of the merger with Alstom
- Ansaldo Breda withdrew

Four parties handed in Bids;

- Alstom 3 Bids, one domestic (double deck), two international (Thalys and TGV duplex)
- Siemens 2 Bids one domestic (double deck) and one International (IC3)
- Bombardier 1 bid domestic (double deck)
- Adtranz 1 Bid domestic (single deck)

Two qualified parties didn't hand a Bid:

- Hitachi
- Talgo

Datum

7 mei 2001

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3 Siemens issue

After their first assessment the two assessors described the Siemens Bid as "sloppy". The bid gave the impression that Siemens is not taking this Tender very serious, examples are the person that signed the Bid wasn't the Authorised Officer and not all items of the Bid format were filled in. The above impression was in line with the experience of our visit to Siemens on April 9th. There has been no contact between the HSL transport project and high management of Siemens (the Netherlands or Germany)

The rolling stock review team has discussed the above and has searched for an explanation why this rolling Stock tender is apparently of low priority to Siemens. According to Rashid Wahidi (BAH) this is not typical Siemens behaviour. Is the reason a low expectation of a PDC and thus a low chance of the continuation of this rolling tender, is Siemens influenced by the TOC tenderers or by other sources of information or maybe something completely different. The rolling stock review team could not come up with a good explanation but concluded that Siemens should be informed about the impression we have of their performance. This also with the coming request for clarification on the Bids in mind.

Two possibilities to inform Siemens about their performance have been discussed:

- Ask W. Korf or M. van Eeghen to informally contact high officials of Siemens if these contacts exist,
- Ask Jan Ochtman to informally mention it to the Siemens Infrastructure Provider contacts.

It was concluded that maybe both alternatives should be used simultaneously.



4 **Bombardier issue**

Bombardier has handed in a non compliant Bid. The Bid front page wasn't signed. The accompanying letter indicated that they could not give a binding bid for a validity period of one year.

Based on the selection criteria Bombardier is not compliant and shall thus not be invited for the next phase of the Rolling Stock tender. This is something we don't want. The first impressions of the Rolling Stock Bid of Bombardier are good.

A possible explanation for being unable to commit to a price for year might be the risk conscious approach of Bombardier (based on experience of Rashid Wahidi (BAH)) in combination with the merger with Adtranz. This merger is expected to be finalised in July 2001, the investigations of the books started on May third. Another reason could be related to the fact that Bombardier uses parts in their rolling stock of suppliers that are also involved in this Rolling stock tender (for example Alstom)

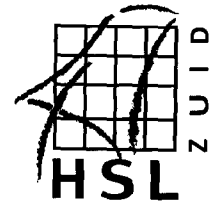
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The Rolling stock review team has discussed possibilities to keep Bombardier on board and stick to the rules of the game. This, for example, means that changing the validity period of the bid to less than one year is not an option.

The review team came with the idea to influence Bombardier management on a high level to sign the Bid after all.

Keeping Bombardier on board and staying within the rules of game is important but it may result in finding the edges of these rules. Possible solution might need to be checked with the Landsadvocaat.

Herzien



Bijlage 5: Memo working assumptions

Aan Tenderboard

Kopie Vervoerteam

Onderwerp Bijlage 5: Totaaloverzicht working assumptions

Aanleiding

Op verzoek van de Tenderboard zijn alle Working Assumptions, die ter beschikking van de bidders zijn gesteld verzameld in een document. De Tenderboard wil hiermee de (financiële) bandbreedte van de biedingen beoordelen en kunnen beheersen.

Totaal overzicht

Een totaal overzicht van de Working Assumptions is weergegeven in het bijgesloten document. De toevoegingen en wijzigingen zijn hierin onderstreept weergegeven.

Er is op de volgende twee manieren Working Assumptions gepubliceerd:

1. In Annex A4 van de Invitation to Tender
2. In Addenda 1, d.d 28 februari 2001: 5 Working Assumptions toegevoegd, één toevoeging aan bestaande Assumption
3. In Addendum 2.1, dd. 23 March 2001, aannname die als working assumption zou kunnen worden opgevat.

Conclusie

De wijzigingen en aanpassingen in de Working Assumptions vormen verduidelijkingen van een situatie die reeds in het ITT geschetst was. De bandbreedte van de biedingen is daarom niet significant gewijzigd ten opzichte van de ITT.

Datum

25 april 2001

Ons kenmerk

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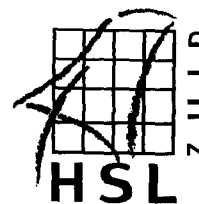
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DE IN DE ADDENDA OPGENOMEN WORKING ASSUMPTIONS ZIJN IN DIT DOCUMENT ONDERSTREEPT WEERGEGEVEN. HIERDOOR IS EEN TOTAAL OVERZICHT ONTSTAAN.

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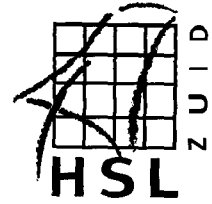
Working Assumptions

For purpose of developing Bids, Tenderers may assume the working assumptions below. If before Contract Award these assumptions change, Tenderers will make the reasonable adjustments to their Bid without changing the other underlying assumptions of their Bid.

Start of the Concession

- The Date of Availability will be 1st January 2006.
- Implementation of the full service offer will not be later than two years after the Date of Availability.
- Prior to the Date of Availability, HSL-Zuid infrastructure shall be available for the operation of rolling stock without passengers (e.g. for Rolling Stock testing and crew training) as follows:
 - 26 weeks in advance: limited access, where infrastructure may be available with reduced functionality
 - 20 weeks in advance: full access, where the infrastructure shall be available with full functionality.

AANVULLINGEN OP WORKING ASSUMPTIONS ZIJN ONDERSTREEPT VERWERKT



- International Services via conventional or new infrastructure up to the Date of Availability will operate at the frequencies currently provided by Thalys and Benelux (25 services per direction per day).
- There will be no other international trains on conventional track after the start of the full service on HSL-Zuid.

SNCF

- Tenderers will assume arrangements as described in section 2.5 of the ITT-Main Document.
- The choice of rolling stock will be determined in the same way as described in the Draft Contract with SNCB, Annex A2.

Note:

This means that Tenderers will propose the type(s) of rolling stock they consider optimal for HSL-Zuid services in their Bid. (Note: this rolling stock must enable coupling with other trains of the same type.) In the Negotiation Phase SNCB and, for Amsterdam - Brussels - Paris, SNCF will discuss with Tenderers whether other arrangements for rolling stock provide an economically better solution for these services.

- The Agreement with SNCF will be exclusive.

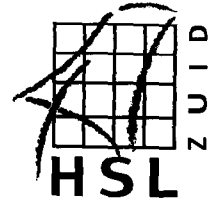
Stabling and maintenance

- Sufficient capacity shall be made available at the Watergraafsmeer stabling and servicing facility in Amsterdam for the HSL TOC's rolling stock (international and domestic). No costs need to be assumed, except for servicing facilities themselves.

Note:

This implies that in the Bid, Tenderers may assume sufficient capacity at Watergraafsmeer for the stabling and servicing facilities that Tenderers envisage. In the second phase, when the ideas of Tenderers are known regarding types of rolling stock and maintenance regime, the remaining Tenderers will, for the Enhanced Bids, seek an optimal solution for maintenance together with the State, the Infrastructure Manager and SNCB.

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Planned maintenance infrastructure

- Because of planned maintenance overnight, between 01.00 hrs and 06.00 hrs no more than 2 train paths per hour (international or domestic) per direction will be available.
- In addition, planned maintenance will not affect more than 0,5% of the 64 train paths per direction per day (32 international and 32 domestic) on an annual basis.

Stations

- At Amsterdam CS all terminating train services of the HSL TOC shall vacate the arrival platform track and proceed to a stabling siding before returning to the departure platform track. To enable this, 34 minutes shall be required in the schedule between arrival of a service and its next departure.
- From 2010 at Amsterdam Zuid/WTC all terminating train services of the HSL TOC shall vacate the arrival platform track and proceed to a tail track before returning to the departure platform track. To enable this, 14 minutes shall be required in the schedule between arrival of a service and its next departure.
- At Rotterdam CS, domestic trains coming from Amsterdam will not need to vacate the platform track between arrival and return to Amsterdam.
- At The Hague CS, international trains coming from Rotterdam will not need to vacate the platform track between arrival and return to Rotterdam.
- At Breda all terminating train services of the HSL TOC shall vacate the arrival platform and proceed to a tail track before returning to the departure platform. To enable this, 14 minutes shall be required in the schedule between arrival of a service and its next departure.
- At all (Dutch) HSL stations, facilities for ticket sales and personnel will be available (see Annex B4, Additional Process Agreement NS).

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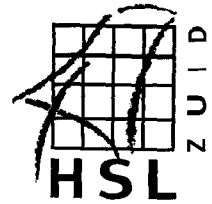
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AANVULLINGEN OP WORKING ASSUMPTIONS ZIJN ONDERSTREEPT VERWERKT

- Traffic Control will provide annunciation services at stations at the current charge.



Legislation and Institutional Arrangements in the Netherlands

- The following future arrangements described in the ITT or Supporting Documents will be implemented not later than 1st January 2003:
 - changes in the Electricity Act;
 - the new Railway Act and the Concession Act;
 - independent supervision on the railway market;
 - Task Organisations: State controlled and legally independent from NS.

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Data and information in ITT

- All data and information given in the ITT Main Document can be taken as a basis for the Bid. The basis data and the uplift factors of the Supporting Documents 1.1 (Market Information: Origin and Destination Survey) can be taken as a basis for the Bid. The basis data of the Supporting Documents 1.2 (HSL-Zuid Passenger Choice Research) can be taken as a basis for the Bid. If these data and/or information are demonstrable incorrect, Tenderers can make the reasonable adjustments to their Bid without however changing the other underlying assumptions of their Bid.
- Tenderers have to inform the State immediately if they find any errors, defects, contradictions or unclarities in the ITT. If a Tenderer purposely fails to do so, the State can refuse the right to adjust his Bid

Changes in law

- Sectoral law (rules on railtransport and for instance TSI's), will not be changed in between submission of the Bid and Contract Award.

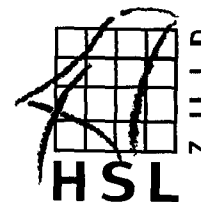
Note: see cover letter regarding change procedure and force majeure

Implied working assumption

Addendum 2.1

Tenderers are required to state their bid as a fixed annual amount (at least 100 million Euro from 2010 onward), as described in the ITT. They may do so, however, under the following assumptions:

AANVULLINGEN OP WORKING ASSUMPTIONS ZIJN ONDERSTREEPT VERWERKT



- The State will be prepared to negotiate regarding the discount percentages in the years 2006-2012 if the Tenderer can demonstrate convincingly that an operational cash deficit in these years is to be expected and if the Tenderer wishes to avoid the burden of additional financing resulting thereof. In that case the State will be prepared to reprofile these discounts provided the NPV remains the same when calculated with a real term discount rate of 6,5%.
- Tenderers are required to state their bid as fixed annual amount (100 + X million Euro per year). In stead of this amount, the state will be prepared to negotiate in good faith about a fixed payment at a level of for example 90% of the financial bid plus a benefit sharing mechanism under the following conditions:
 - The mechanism must be based on clear, non-arbitrary, indicators;
 - the mechanism does not contain perverse incentives for the operator;
 - The State is convinced, on the basis of a comparison of the bid with reference information, that the expected future value on the fixed payment plus the benefit share is equal to the original financial bid (in other words: the financially weighted probabilities of lower outcomes balance those of higher outcomes)

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Clarification 4.42

Tenderers will take the wording of Annex A1 Change Procedure (revisions 09/04/01) as the underlying assumption for their bid. Further precision will be added in the ITN and and as a result of the direct negotiations. For the draft contract in the ITN, the State intends to split what is currently under the A 1 procedure into a procedure to deal with consequences of unforeseen circumstances once article 6:258 of the Dutch Civil Code applies (based on the second and third paragraph of the A1-changes in scope (based on the paragraphs 4 and 5 of the A1-Change Procedure).

Bijlage 6: Memo Raakvlak/Coördinatieproblematiek



Aan Tenderboard

Kopie

Onderwerp Bijlage 6: Raakvlak/coördinatieproblematiek

Aanvullend op de lijst "Open interface issues", waarin risico's worden benaderd vanuit het Projectbureau IPCM, hierbij een overzicht van specifieke risico's voor het Deelproject Vervoer.

De hier geschetste risico's zullen op korte termijn worden gecombineerd met de bovengenoemde lijst. De totaalijst zal in kolom vorm worden gezet waarbij ook een inschatting wordt gegeven van de risico's uitgedrukt in tijd en geld.

Specifieke Risico's Deelproject Vervoer t.a.v. Functionaliteit:

- Verkleining van capaciteit van het HSL-vervoerssysteem, a.g.v. veiligheidseisen in tunnels (o.a. één trein in een tunnelbuis).
- Discrepancie in beschikbaarheid tussen HSL-infrastructuur en infrastructuur van het huidige railnet:
 - Knooppunten Rotterdam en Amsterdam.
 - Omleidingsroutes.
- Discrepancie in Performance Regime HSL-Zuid en Performance Regime RIM.
- Reistijdverlenging cq. afname in punctualiteit als gevolg van:
 - Zijwindproblematiek
 - Optimalisaties in civiele contracten.

Specifieke Risico's Deelproject Vervoer t.a.v. Raakvlakken:

- Samenwerking en medewerking van Taakorganisaties bij het realiseren van de HSL Vervoersdoelstellingen.
- Onderlinge aansluitingen van systemen van de Infraprovider, Projectbureau RAS en Railinfrabeheer.
- Beveiligingssystemen voor interoperabele infrastructuur (ERTMS) zijn nog in ontwikkelings- en testfase. Het HSL-vervoerssysteem zal als één van de eerste op internationaal niveau gebruik maken van ERTMS.
- Er ontbreekt een mechanisme binnen de projectorganisatie waarin integrale afwegingen kunnen worden gemaakt tussen kosten en performance van het vervoerssysteem.

Datum

25 april 2001

Ons kenmerk

-

Uw kenmerk

-

Contactpersoon

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Memo

n

Aan Tenderboard

Kopie -

Onderwerp Raakvlakproblematiek, aanvulling op eerder verzonden bijlage 6 , ter plekke in TB uit te reiken.

Mijne heren,

U heeft recent ontvangen een bijlage getiteld Raakvlak/coördinatieproblematiek. Bijgevoegd treft u aan de volgende documenten ter aanvulling/vervanging:

- Een lijst genaamd, open interface issues (uitgebreid met DP vervoer issues) ter vervanging van de eerder rondgezonden versie. De tabel is nog niet ingevuld, indien gewenst kan ik een toelichting ter plekke geven. De eerste vijf issues zijn de top van de lijst die eerder door mij aan de TB is gepresenteerd. In de loop van volgende week (of in de stukken van de volgende TB) wordt u een ingevulde versie verzonden. De lijst omvat dan een betere indicatie van de importantie van de issues (effect in tijd en/of geld en/of functionaliteit, showstopper, preventieve/correctieve acties mogelijk);
- De lijst heeft dan dezelfde opbouw gekregen als de lijst van IPCM (de Jan Ochtman lijst) en ons streven is deze lijst in te voegen in de IPCM – Vervoer lijst.

Met vriendelijke groet,

Peter

Datum
7 mei 2001

Ons kenmerk

-

Uw kenmerk

-

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Open interface issues

No	Issue	Interface parties	Who action "Bangkok"	Since	Finish	Stat.	Impact	Related Issues	Follow-up/conclusions
1	To establish a balance in relationship TO's-State-IP as an outcome of negotiations on co-ordination contracts (sch 11 and 27) between HSL and Task Organisations (RIB, RVL)	<u>IPCM</u> TO Transport	Reijnders	Nov '00	Jun '01	P	●●●	5,6,7	1. Letter of Intent by State is being drafted
4	Opvolgingscomitee Belgie; Role TOC/Transport?	IPCM Belgium Transport	Vas Visser	Oct '00	Mar '01	P	●●●		1. W. Gideonse leads dutch delegation 2. Proposal of Belgium how to organise. 3. Implementation plan will be drafted
5	Establish good working relationship with RIB	<u>IPCM</u> RIB Transport RAS	Reijnders	Jan '01	Feb/Mar '01	P	●●●	1,6,7	1. Meeting HSL/RIM-TOP → co-operative attitude 2. Workinggroup Utberg/Pardijs to identify required capacity 3. Harald+Nico identify needs Transport 4. RAS has co-operation agreement with RIB-regio 5. Extend Interface Control Document to RIB
6	How to compensate TO's for extra work due to existence of IP? (VPT, Traffic Control, capacity mgt, ...)	<u>IPCM</u> TO RAS Transport	Reijnders	Jan 01	Feb/Mar '01	O	●	1,5,7	1. Discussion held with K. v.Hout/M. Zuurbier 2. Clarify budget procedure with M. Zuurbier/W. v.d. Wal
8	Control Intersection Barendrecht: • Planning may become critical with respect to 'Buis 5' for HSL tracks; 6 months too late for IP; • Access to Noldijk delayed with 1 year due to acquisition of land; • SoD not budgetted (40 mio??)	<u>IPCM</u> BR RAS	Reijnders	Jan 01		O	●●(●)	38, 39	1. Transfer protocol drafted to hand over lead from RAS to IPCM • Finance • Scope/assets • Responsibilities • Operational tasks
9	Planning Transport System integration test, critical to final commissioning of transport start. Within SoD Transport. Risk of loss of income	IPCM Transport RAS	Vas Visser	Dec 00		O	●●●	36	1. Consult P.v. Kleunen, P. Zijdemans, F. Couwenberg: who is in charge?
10	Different definitions of availability among HSL-segments influences contract value	<u>IPCM</u> Transport	Vas Visser	Dec 00	12-6-01	O	●●●		1. Compose plan to harmonise Availability definitions with respect to the integral

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	(overlap/gaps)	RAS RIB							Transport system
11	To get the right earthing requirements in the Civils contracts/designs	IPCM <u>Civils</u> RAS	Kamp	Oct 00	3 ^e quart	D/I	●●		1. M/A: incorporate HSL603F in civil contracts; Feedback if impossible 2. No VTW's noticed, waiting for action of civils
12	to resolve the discussion concerning the settlement requirements for the settlement free slab	IPCM <u>Civils</u>	Kamp			D/I	●●		1. Prepare decision in MBU to implement modified requirements in Civils contracts 2. M/A: stick to the old requirement, unless contractor offers serious time and money savings. 3. No contractor used option –keep it this way!
14	to make sure that the IP can drill in anchors in the concrete of the substructure without the Civils losing liability	IPCM <u>Civils</u>	Kamp			D/I	●●		1. Implement HSL615A in Civils contracts 2. M/A: incorporate HSL615A in civil contracts; Feedback if impossible 3. No VTW's received, waiting for civils
15	to resolve the implementation of the M&E interface in the Civils Contracts	IPCM <u>Civils</u>	Kamp		Jun 01	D	●●●		1. Implementing document IPCM\148466 in Civils contracts by PB's 2. M/A: implement version D 3. Progress: ZHZ-ok; ZHM/BOT/NH –jun; BN/BZ-aug
16	to resolve the implementation of the new Cross Profile for the settlement free slab in the Civils contracts.	IPCM <u>Civils</u>	Kamp			D	●●●	17	1. Implementing document IPCM/156923 in Civils contracts by PB's 2. M/A: implement IPCM/156923 in civil contracts 3. No evidence visible yet
17	to resolve the discussion with the Centrale Welstand concerning the architectural design of the HSL "border line"	IPCM <u>Civils</u>	Kamp			P	●●●	16	1. Draft masterplan Onderbouw available, accepted by Welstand; correct last items
19	to make agreements with the Civils concerning the Co-ordination with the IP c.q. procedures, frequency and formats	IPCM <u>Civils</u>	Kamp		1-5-01	O	●●		1. Compose procedure 2. Software and formats has been agreed 3. Compose plan for co-ordination office Onderbouw
<i>Next Bangkok overleg 12-6-01 start from here</i>									
20	From this moment till financial close a lot of design information concerning the superstructure will have to be given to the	IPCM <u>Civils</u>	Kamp			O	●●		Consultation between IP, Civils and contractors

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	Civils in order to continue their design process. This information will restrict the IP in it's solutions that make part of their BAFO.								
22	to give information to the IP's concerning the newly chosen solution for the crossing of the A4	IPCM <u>NH</u>	Rol A.			O	●●●		Issue design order
24	to resolve the problem that there are no provisions in the Civils design for making it possible for the IP to maintain the underside of the Bridge Hollands Diep	IPCM <u>ZHZ</u>	Kamp			O	●		
25	Civils contractor may legitimately delay is delivery milestone proportionally to the delay of the first HSL milestone; Access to Lorregat and Dordste Kil delayed with 3-4 weeks (mrt/apr-2001). Original: Oct 2000	IPCM <u>ZHZ</u>	Duin			O	●●●		Try to solve via package deal
26	Addition of ca 100 m noise screen by IP south of Bridge Hollandsch Diep as a result of the anticipated shift in bridge horizontal alignment.	IPCM <u>BN</u>				D			M/A: noise screens provided by Civils
27	Relocation of maintenance yard from Lage Zwaluwe to Zevenbergschenhoek is agreed, but space availability and permits are not yet certain.	IPCM <u>BN</u> RAS	Pm Civils			O	●●●		VTW???
28	Cross section of the low settlement sub-structure south of the Mark Bridge not yet agreed.	IPCM <u>BN</u>	Pruijssers			O	●		
29	Negative slack between contractual date and expected (planned) delivery date; Risk for access date of IP. Tunnel Galder	IPCM <u>BN</u>	Pruijssers			O	●●		Consultation contractor to speed up
30	Interface at IP – RAS – Civils connections near Zevenbergschenhoek not properly defined in the contracts. Change of construction height from 360 to 480 is an	IPCM <u>BN</u> RAS	Pruijssers			O	●	34	

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	issue there.								
31	Track centre distance in Brabant South is now 4,5 m but there is still discussion of raising it to 4,8 m.	IPCM BZ Transport	Konter			O	●●		
32	Tunnel service building at tunnel Galder is in scope IP, but not yet excluded from scope Civils.	IPCM BZ	Timmernans			I	●		Remove from scope civils
33	Architectural appearance not yet agreed. Mayor problem concerning the viaducts.	IPCM BZ	Timmernans			I	●●(●)	17??	Re-engineering viaduct
34	Interface at IP – RAS – Civils connections near Breda not properly defined in the contracts. Change of construction height from 360 to 480 is an issue there.	IPCM BZ RAS	Timmernans			O	●	30	Is this issue also valid for Hoofddorp, Rtd-W, Rtd-Lombardije?
35	Contract RAS for signalling connection uses a "vrije baan koppeling" not sure whether this causes any functional limitation (speed restriction??) to the connection IP-RAS	IPCM Transport RAS				O			
36	Planning Hoofddorp connection is too late to enable the IP carrying out its system integration tests; maximum gap of 3 months critical path	IPCM RAS Transport				O	●●●	9	
38	Connection BR "Boog-B" ; Type of switch influences journey time	RAS IPCM BR	H v. Dijk?				●●●	8	Issue managed by BR/RAS; pain perceived by IPCM
39	Noldijk, "zettingsvrije plaat" not contracted; gap causes planning problem.	RAS IPCM BR	H. v. Dijk?				●●●	8	
40	Breda changes								

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Finished interface issues

No	Issue	Interface parties	Who action "Bangkok"	Since	Finish	Stat.	Impact	Related Issues	Follow-up/conclusions
2	Agreement with RIB on terms of GSM-R contract RIB-IP	<u>IPCM</u> RIB	Reijnders	Jan '01	Feb '01	F		3	Part of regular IPCM work. J. Schlangen draws agreement
3	Prepare negotiations with Mobirail alongside RIB to reduce financial proposal Mobirail	<u>IPCM</u> RIB	Reijnders	Jan '01	Mar '01	F	●●	2	See item 2
13	to resolve the question if the possibility to construct an embedded rail system on the substructure over 30 years must be made possible	<u>IPCM</u> Civils	Kamp			F	●		Decision in MBU
18	to resolve the discussion concerning the rotation limits for the noise screens and the share in this due to the substructure and the screen itself	IPCM Civils Transport				F	●●		1. Prepare decision in MBU to implement modified requirements in Civils contracts 2. Left to freedom IP-Civils
21	to resolve the track distance in the Aquaduct being 4.80 or 5m	IPCM NH Transport				F			Solved: decision 5m, agreed with P. v. Kleunen
23	To resolve the question concerning the design speed in Tunnel Oude Maas	IPCM ZHZ Transport				F			Solved: use actual acceleration and deceleration speed
37	Transport consequences of VTW PHZ0038 windshields, not accounted for in decision Uitvoering.	<u>IPCM</u> Transport	Elich			F	●●		1. Describe/calculate performance consequences (see calculation #209619) 2. Risk of performance payment penalties and reduction of journey time not accounted for (see presentation #204876 v1)

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Procedure open interface issues

1. This list is maintained by the following interface managers of the Project Offices involved:
 - R. Hoeboer: Integral Planning
 - A.Kamp: Civils
 - R. Oldenhof: Connecting Systems, Rail Aansluitingen (RAS)
 - M. Reijnders : External relations to e.g. Task Organisations
 - H. Vas Visser: Dp Transport and TOC
2. The VTW-process is merely a formal administrative process to administer changes after the event. VTW-surveys are not sufficient to monitor risks. Therefor each team member pro-actively monitors risks and adds risks to the list. The interface managers meet every 3 weeks to update and control the list.
3. The VTW-list is occasionally screened afterwards to check whether parties involved adhere to the rules: "Nieuw Kader voor Baselinebeheer (scope, tijd, geld)" BCU/190287 van 30-1-2001. Serious interface issues should be categorised as category 1 changes (mutual agreement). N.B. VTW-registers should be accessible among Project Offices → Intranet??
4. The open interface issues list is distributed to the secretaries of Afstemmingsoverleg, Tokio-overleg and Tenderboards IPCM/Transport. On request, issues can be scheduled for the agenda of these meetings.
5. Open interface issues list can be regarded as the cross-section of the risk registers of the different Project Offices

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Open interface issues (uitgebreid met DP Vervoer Issues)

Deelproject Vervoer Issues

	<i>Issue</i>	<i>Interface parties</i>	<i>Who action "Bangkok"</i>	<i>Since</i>	<i>Finish</i>	<i>Related Issues</i>	<i>Follow-up/conclusions</i>
V1	1 trein per richting in tunnelbuis toegestaan als gevolg van veiligheidseisen. Dit levert operationele en dienstregelingstechnische beperkingen op aan de vervoerder.						
V2	Nieuwe generatie hogesnelheidstreinen zijn als gevolg van relatief laag gewicht zijwindgevoelig. Bij hoge zijwindsnelheden dient rijnsnelheid verlaagd te worden, indien er geen passende maatregelen worden genomen in infrastructuur.						
V3	Beschikbaarheid van conventionele infrastructuur: <ul style="list-style-type: none"> • Tussen Schiphol-AmsterdamCS • Tussen RotterdamWest en Rotterdam Lombardije. • Omleidingsroutes 						
V4	Rotterdam-West infra uitgelegd voor 60 km/h ipv 80 km/h. Dit veroorzaakt een toename van reistijd voor de HSL-TOC.						
V5	HSL-Zuid eerste internationale corridor waar ETCS/ERTMS (European Train Control System) wordt toegepast. Tot op heden is er sprake van nationale pilots waarbij trein- en baanapparatuur door één leverancier worden geleverd.						

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