

## Market Consultation

Maintenance and availability driver chairs public transport



## Colofon

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### Procurement

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# **1 General**

## **1.1 GVB**

GVB takes care of all public transportation of the city of Amsterdam and wide area by means of busses, tram, metro and ferries. Each day GVB transports more than 750.000 passengers.

## **1.2 Market Consultation**

This consultation is intended to get more insight in the maintainability and Total Cost of Ownership (TCO) of driver chairs for busses, tram, metro and ferries.

GVB is preparing a set of requirements and is asking market participants to improve and extend these requirements in order to achieve a good foundation for a public tender.

By doing so GVB is able to check and optimize its invitation for tender which will follow later.

# **2 Introduction**

## **2.1 Driver chairs**

GVB takes care of all public transportation of the city of Amsterdam and wide area by means of busses, tram, metro and ferries.

The number of chairs are roughly:

- Busses: 200
- Tram: 650
- Metro: 100
- Ferries: 10



## **2.2 Experience**

GVB expects from market participants that they have extended experience with the maintenance of driver seats and the delivery of wear parts and components.

## **2.3 LCC en TCO**

GVB has as starting point “costs as low as possible” considered from the viewpoint “Total Cost of Ownership” during the life cycle of the seats.

On the other hand the reliability of the maintained chairs must be at such a level that the normal daily operation is not disturbed at all.

Probably therefore the seats must be maintained preventive and / or the seats must be engineered in such a way that the level of inconvenience is acceptable.

GVB is asking manufacturers and experienced maintenance companies to propose possible solutions respectively to explore together with GVB possible approaches to its maintenance challenge.

The life cycle cost (LCC) will be part of the considerations for the public tender. GVB is requesting manufacturers to indicate minimum and maximum economic lifetimes.

# **3 Objective of market consultation**

## **3.1 Early involvement**

GVB values an early involvement of market participants during the preparation of the public tender and the development of the “availability” agreement.

## **3.2 Aspects to consider**

Participants are requested to think over following questions and to provide an answer prior to personal invitation :

1. What is your vision concerning preventive and corrective maintenance?
2. Do you the possibility and facilities to perform said maintenance?
3. Do you have the possibility to quote for each preventive maintenance per driver seat and per activity (pricelist) ?
4. Are you able to give a guarantee on the performed preventive and corrective maintenance activity?
5. How do you act when despite the preventive maintenance still a disturbance occurs or in case of repeated faults?



6. Are you able to overhaul a driver seat in such a way no disturbances are arising during the fixed maintenance interval?
7. Please estimate the maximum lifespan of a driver seat in kilometres and in years while performing overhaul activities during that lifetime.
8. Are you willing to deliver components and wear parts to others?
9. Do you apply a catalogue / price list and price discounts at certain volumes?
10. How do you estimate the maintenance and overhaul intervals? And which standards do you apply?
11. Which standards do you apply in general concerning the aspects: hygiene, testing, factory acceptance tests, wear etcetera etcetera.
12. What is your reaction time in case of a disturbance during normal operation time. (in hours). What kind of maintenance engineer could you have available?
13. What added value could you perform to driver seats which are 17 years old?
14. Are you able to maintain a database per driver seat?
15. Complete with individual (per seat) registration numbers?
16. Could you share your experience regarding possibilities, operation reliability, advantages and disadvantages of driver seats equipped with digital memory (and electric driven adjusters)?
17. Could you share your experience concerning spring technologies like air springs, hydraulic springs and mechanical springs? Advantages and disadvantages?
18. Could you share also your experiences concerning seat belts? (Dis-) advantages?

## **4        Proces en schedule market consultation**

### **4.1        Process**

GVB has published this consultation at TED and Tendered.

GVB calls for market participants to clarify their points of view at a meeting at Amsterdam.

Participants are requested to provide their answers and/ or suggestions by e-mail. Participants providing added value will be invited to explain and discuss their points of view at premises GVB Amsterdam.

GVB will report the general outcome of the meeting in writing.



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## 4.2 Schedule

<i>Activity</i>	<i>Date</i>
Publication TenderNed and TED	8 March 2018
Submitting answers at the latest	29 March 2018
Invitation for clarification meetings	30 March
Meetings periode	4 April – 15 April



### **4.3 Reserve clause**

GVB set the next conditions which will be accepted by participants by attendance of the market consultation meetings.

- Participants cannot derive any rights from this consultation
- GVB will not reimburse any costs resulting of this consultation
- GVB reserves the right not to follow up this process / project
- GVB reserves the right to use the received information from participants in order to improve the scope
- GVB reserves the right to choose a tender strategy independent of this consultation