

Accompanying Document Market Consultation



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Identification of opportunities regarding the tender for the International Coach Terminal ('ITT') Duivendrecht

dated 19 July '18

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1 Introduction

1.1 Motivation market consultation

In the context of the development of an International Coach Terminal at the Duivendrecht railway station (ITT Duivendrecht), the municipality of Amsterdam organises a public market consultation. This market consultation is organised in the context of the possible tender with regard to the development of ITT Duivendrecht.

This market consultation is held prior to a possible tender, but it is not part of the procedure. Participation is without any obligation and will have no consequences to participation in a possible tender resulting from this market consultation.

The municipality reserves the right to use the information it obtains through this market consultation as it sees fit for the compilation of the tender documents. The municipality may also include a report on the market consultation with the tender documents in order to inform the market participants who were not invited to the further consultations about this market consultation of the information that was shared. This will only happen when the municipality is of the opinion that there is a case of advance information.

We cordially invite all organisations to express their views and ideas. No rights can be derived from the participation in or contribution to this market consultation.

1.2 Objective market consultation

Through this market consultation, the municipality of Amsterdam intends to gain insight into the opportunities and possibilities the market can offer with regard to the development of ITT Duivendrecht.

1.3 Interest for market participants

This market consultation offers you the opportunity to give your vision to the municipality's strategy in order to come to the contracting, development, realisation, and possible exploitation of ITT Duivendrecht. Clear insights given by market participants can be implemented in the follow-up process. It is, therefore, relevant for any market participant who is interested in ITT Duivendrecht to participate in this market consultation.

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1.4 Contact information

The Ingenieursbureau (Engineering Department) of the municipality of Amsterdam (IB) will supervise the market consultation. The contact person will be R.J.P. Henneveld, contract manager, or his deputy. It is not allowed to contact the municipality of Amsterdam directly. Please do not use this market consultation for acquisition purposes.

All correspondence will in principle take place via TenderNed. Should this not be possible due to technical reasons or contact is actually required by other means, then the companies can contact us via rob.henneveld@amsterdam.nl.

1.5 Time indicator

This document contains an explanation about the market consultation itself and a number of questions the municipality of Amsterdam would like to pose:

- Chapter 2 describes the subject of the market consultation.
- Chapter 3 provides more information about the procedure, the planning, and the provisions of the market consultation.

The following appendices are an inseparable part of this accompanying document:

- Appendix 1 contains the questions the municipality of Amsterdam wants to pose.
- Appendix 2 contains the preliminary programme of requirements.

2 Description of the project

2.1 Terms of reference

Background

Tourism in Amsterdam is growing fast and so the number of coaches coming to Amsterdam increases as well. Part of this number of coaches are those operated by international scheduled services such as Eurolines, Ouibus, and Flixbus. At a European level, a regulation was established (Regulation EU 281/2011) which obliges municipalities (including Amsterdam) to appoint a coach terminal that complies with a number of requirements, such as a waiting area, check-in desk and ticketing desk, staffing. At the moment, the international scheduled services stop at Sloterdijk Station and Duivendrecht Station. However, the available capacity at the current locations is insufficient and they are also lacking on a qualitative level. This is why the municipality of Amsterdam wants to develop a new International Coach Terminal ('ITT').

A study into the options has shown that a location at Duivendrecht Station will be the most optimal location to realise a new coach terminal (see Final Report¹ for map material). This location is easily accessible from the A2 and A10 motorways and it offers excellent access from/into the centre of Amsterdam by train and metro. The location is part of the intended area development of De Nieuwe Kern. The location is situated within the municipality of Ouder-Amstel. The municipality of Amsterdam will conclude agreements with the landowner NS. With a view on the intended area development, a coach terminal will be initially realised for a period of 10 years. It is possible to extend this period to 15 years after a positive evaluation by the municipality of Ouder-Amstel. After this period, the coach terminal will be demolished or possibly be incorporated within a multifunctional building at this location. The municipality of Amsterdam wants to find a party which will guarantee the realisation and exploitation of the temporary terminal for 10 years and possibly for 15 years, and which will remove the terminal when this period has terminated, and deliver the site in such a way that it can be used for any other purpose. It has not yet been decided whether the municipality is to become the owner of the terminal during or after the exploitation phase.

A majority of the municipal council of Ouder-Amstel has given positive advice to the municipal executive to grant the terminal a permit for a period of 10 years. The municipal executive is entitled to grant this temporary deviation from the current zoning plan. The municipal executive of Ouder-Amstel is of the opinion that the final report from the municipality of Amsterdam sufficiently complies with the conditions that were stipulated with regard to the research

¹Final Report Exploration Coach Terminal Duivendrecht

https://www.google.nl/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&ved=oahUKewjtisXbj4rcAhUDDewKHUkyC3lQFggoMAA&url=https%3A%2F%2Fapi1.ibabs.eu%2Fpublicdownload.aspx%3Fsite%3Douderamstel%26id%3D100022393&usg=AOvVawoManBlc6xkCYo_okQaJq6K

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assignments (see Final Report). The stipulated conditions include the subject's sustainability (a circular terminal, air quality, noise pollution) and social safety (both in terms of design and exploitation and management).

The municipality of Amsterdam has given insight into the number of expected coaches/visitors on which a preliminary Programme of Requirements was compiled.

Preliminary planning project:

Tender: 2019.

Awarding: end of 2019.

Start construction: early 2020.

2.2 Objective of the project

The provision of adequate and qualitatively sound facilities where coaches of international scheduled services, as well as those of coach companies providing services for tour operators, can stop outside the A10 ring road and whereby Amsterdam also complies with European regulations. The municipality of Amsterdam wants to realise a provision where coaches can execute their journey to and from Amsterdam in a pleasant and qualitatively sound manner. This means a pleasant environment, good connections and access to other means of transport such as metro, train, taxis, and P&R, and the availability of facilities such as a waiting area, catering, and information services. In addition, it is important that the transport companies who use the terminal will also be able to carry out their services in a sound manner. This means that there must be a sufficient number of platforms, passenger information must be available, the location needs to be easily accessible, and that there is room for additional facilities such as (small) office units. Appendix 2 contains the Programme of Requirements.

2.3 Scope of the Work

Geographical scope

The geographical scope has been determined based on the specifications. This is depicted in the figures below.

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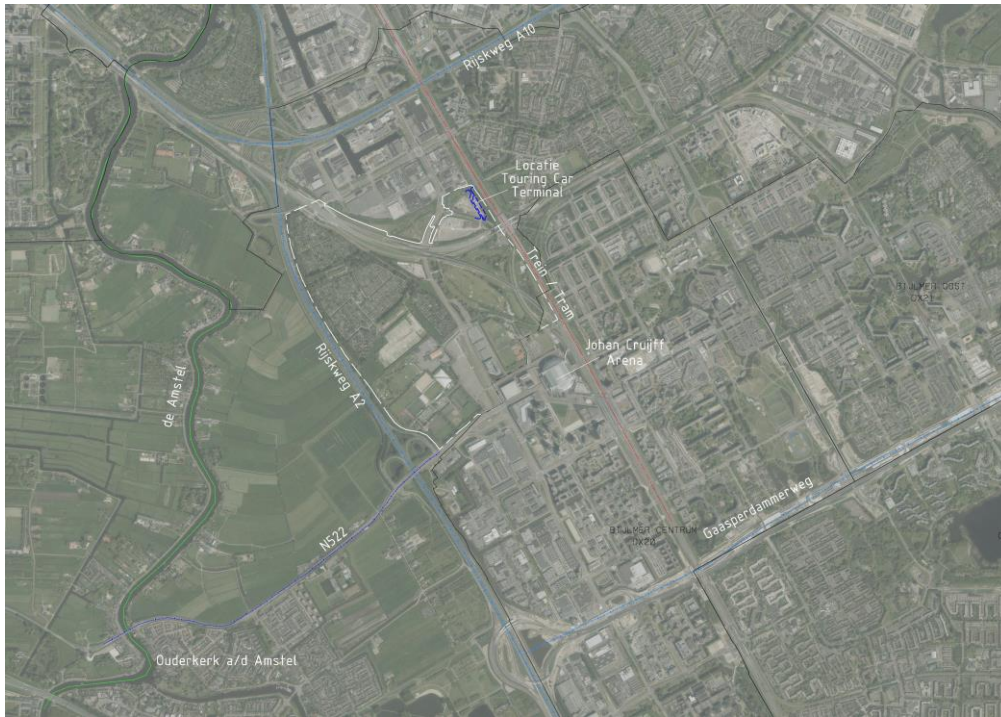


Figure 1: location in Duivendrecht



Figure 2: location near station (green dot)

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Figure 3 Indicative design of the site

Demarcation of the site

In collaboration with the landowner (NS), the municipality intends to make a plot of land available to the party who develops the ITT.

Construction phases

This contract distinguishes between the following phases:

1. Design
2. Construction: site preparation work (Build I)
3. Construction: realisation ITT (Build II)
4. Maintain and Operate
5. Remove/Reuse

Optional activities

The contract is for the development and realisation of the coach terminal itself. The municipality may decide to add the following activities and include them in the contract at a later stage:

- Site preparation work of the location (delivery of the site in a way that it can be immediately redeveloped and paved).
- Construction and adjustment of the water supply infrastructure around the ITT.
- Construction of the public spaces outside the ITT Duivendrecht (the redevelopment of (parts of) the public spaces around the station).

Outside the scope of this contract is the construction and adjustment of the infrastructure with regard to the accessibility of ITT Duivendrecht (such as raising and reprofiling of the Stationsweg).

3 Outline, planning, and reporting

3.1 Outline market consultation

The consultation consists of a written part and an oral part (consultation meetings). Based on the appendices to this document, participants can get an idea of what this project involves.

The municipality of Amsterdam has formulated a number of questions. These questions are included in Appendix 1 to this document. This Appendix is also the form that can be used by the participants to respond to the questions.

Interested parties should not use this procedure to pose their own questions in writing. Participants who have given a serious response to the questions and indicate that they would like to have a further conversation with the municipality for further explanation and more in-depth information about the conditions under which a possible collaboration is expected to be successful will be invited to a bilateral consultation meeting.

When more than five participants have indicated that they would appreciate a consultation meeting, around five parties will be invited based on their respective responses.

The municipality of Amsterdam will appreciate every effort participants make to take part in this consultation, but it will not accept any prior obligation to respond to each reaction on an individual basis. The municipality will also not reimburse any expenses that are made.

3.2 Target group

With this market consultation, the municipality of Amsterdam addresses the market participants who may be expected to be interested in one or multiple aspects of the conceptual development, design, realisation, and exploitation of the programme, such as investors, developers, corporations, building companies, coach companies, or combinations thereof.

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3.3 Schedule market consultation

The following schedule will be followed:

Step	Action	Date
1	Announcement market consultation and provision market consultation document with appendices on TenderNed	19 July 2018
2	Submitting responses by participants (via TenderNed in Excel)	15 September 2018
3	Bilateral consultation meetings with participants	Late September 2018
4	Publication final report market consultation	October 2018

3.4 Final report market consultation

When the market consultation has been concluded, the municipality of Amsterdam will make a final report which will be published on TenderNed.

The final report will be a broad, abstracted outline of the received information and insights into the various elements of the project. In the final report of the market consultation, the contracting authority will only include anonymised information. Original and innovative ideas, competition-sensitive or proprietary company information will not be published. In view of transparency, the final report will also include a list of participants (including name/address) in the market consultation.

3.5 Conditions

When the market consultation has been concluded, the municipality of Amsterdam will make a final report. The final report will be added to the tender documents as an Appendix, unless much of the obtained information is commercially confidential and/or proprietary company information.

The following conditions apply to this market consultation:

1. The market consultation is without any obligation for all parties involved;
2. Participation in this market consultation will not result in a privileged or disadvantaged position for any party in any way;
3. No rights can be reserved by any party from the information which is disclosed as part of the market consultation;

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4. Claims with respect to the use of information, confidentiality, or requests for reimbursements related to this will not be honoured;
5. The municipality of Amsterdam will not be bound to the outcome of this market consultation;
6. No reimbursements will be granted to the participants of this market consultation;
7. This document is solely compiled in the context of this market consultation;
8. This document, participation in, or contribution to the market consultation cannot be considered as an invitation to participate in a possible follow-up procedure;
9. The municipality of Amsterdam reserves the right to make intermediate adjustments in the schedules as stated in this document; when such adjustments are made, the participants will be informed;
10. This market consultation will only be conducted in the Dutch language.

With the participation in this market consultation, parties acknowledge that they agree unconditionally to the terms and conditions. When participants deem certain given information as being confidential, then this must be clearly indicated in the answer to the respective question. The results of this market consultation will be included in a general (abstracted) report, which will be made available to the market.

The municipality of Amsterdam would like to thank you in advance for your contribution. We greatly appreciate your response and are looking forward to receiving it. All your information will be treated with due care and confidentiality.

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Appendix 1 - Questionnaire (Excel)

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Appendix 2 - Preliminary Programme of Requirements

Programme of Requirements Coach Terminal Duivendrecht	
1.	Note Choice of location terminal: this requirement is related to the choice of location by the municipality of Amsterdam and should not be filled in by the market
	Good accessibility from A2/A1/A4
	Nearby or 'at' an urban public transport hub
2.	Note Infrastructure: this requirement is related to the choice of location by the municipality of Amsterdam and should not be filled in by the market
	Traffic flows at the terminal and to the station must be separated wherever possible
	Good links between public transport hub and terminal (short, safe, and clear)
	Capacity of the existing access routes corresponds with the existing and future need
	Arriving traffic is restricted as little as possible
3.	Social safety and comfort
	The terminal and the route to the station is socially safe (condition Ouder-Amstel)
	There is a direct view of arriving and departing coaches
	Clean, undamaged, and safe (condition NS)
	Surveillance will be available during the operational hours of the terminal
	The facilities are centralised and covered
	Passengers concentrated at the waiting areas as much as possible, avoiding of spreading out
	Sound organisation of management & maintenance right from the start (condition Ouder-Amstel)
4.	Functions and facilities
	Basic facilities: covered waiting areas, terminal management, sales outlets, restrooms
	Public transport ticket machines for transfer to local public transport
	Sufficient rubbish bins - waste provisions available and waste dump facility of chemical toilets
	(Catering) facilities for waiting passengers that do not compete with the existing facilities in the station
	Office units for coach companies/ticket desks
	Possible additional facilities such as showers, sleeping facility for drivers, lockers
5.	Quality and appearance
	High-quality appearance
	Terminal is an eye-catcher, it adds to the quality of the area and put DNK on the map
	Roofing of coaches, at least across the boarding area
6.	Capacity
	Capacity based on the peak hours and with regular/average
	Sufficient taxi ranks
	Buffer area for waiting coaches up to 2 hours
	Sufficient Kiss and Ride, preferably directly at the Coach Terminal

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	Holiday coaches, event coaches, and international scheduled services all preferably in separate areas
	P+R (long-term parking) facility
7.	Sustainability
	The terminal and the environment has a sustainable character (condition Ouder-Amstel) Multiple components such as reusable, replaceable, energy, climate adaptation, degradable/recyclable (material)
8.	Technical details
	Length regular bus: 15 m
	Length bus with trailer incl. tow bar = 18.75 metres
	Width bus bay: 3.0 metres
	Width platform: 2.5 m minimal
	V=15 km/hour (in some cases 5 km/hour)
	Time to steer into and out of the bay (5s/4s) m
	Minimal radius of the curve: 12 m
	A straight platform across the length of the coach
	Minimal passageway for coaches is 4.60 metres.
9.	Other
	Complies with all laws and regulations, including Regulation EU 281/2011
	Cost-neutral exploitation
	Temporary terminal to be operated for a minimum period of 10 years

(Inter)national scheduled services to and from Amsterdam	MINIMUM Departure and arrival	MAXIMUM Departure and arrival
Eurolines per day	29	41
Flixbus per day		180
Ouibus per day	16	24
Total per day	225	245
Average number of coaches per day	14.1	15.3
Total number of coaches per day	1579.2	1713.6

Table 2: Overview of the minimum and maximum number of (inter)national scheduled services to and from Amsterdam (Dec. 2017)

SUMMER (June/July/August) Holiday coaches to and from Amsterdam	Monday	Wednesday	Friday	Sunday
Minimum departures + arrivals	2	3	3	2
Maximum departures + arrivals	13	16	16	6

Table 3: Number of holiday coaches per week, operational in June, July, and August (12 weeks)

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WINTER (Nov - April) Holiday coaches to and from Amsterdam	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Minimum Departures + arrivals	1	1	1	1	3	1	3
Maximum Departures + arrivals	6	6	6	6	22	6	22

Table 4: Number of holiday coaches per week, operational in November up to and including April (24 weeks)