

PERIODIC INDICATIVE NOTICE - UTILITIES

Supplies

Directive 2014/25/EU

This notice is a periodic indicative notice only

SECTION I: CONTRACTING ENTITY

I.1) NAME AND ADDRESSES

Official name:

NS Groep N.V.

National ID:

41680548

Postal address:

Laan van Puntenburg 100

Town:

UTRECHT

NUTS code:

NL

Postal code:

3511ER

Country:

NL

Contact person:

Pieter van den Berg

Telephone:

+31 886713319

E-mail:

procurementsupport@ns.nl

Fax:

-

Internet address(es)

Main address:

<http://www.ns.nl>

Address of the buyer profile:

-

I.2) JOINT PROCUREMENT

-

I.3) COMMUNICATION

Additional information can be obtained from

another address:

Official name:

Questions can be asked on Ariba Sourcing. Access to Ariba can be requested by sending an email, including the contact details of your organization, to procurementsupport@ns.nl.

National ID:

-

Postal address:

Laan van Puntenburg 100

Town:

Utrecht

NUTS code:

NL

Postal code:

3511 ER

Country:

NL

Contact person:

NS Group N.V.

Telephone:

+31 886713319

E-mail:

procurementsupport@ns.nl

Fax:

-

Internet address(es)

Main address:

<http://www.nsprocurement.nl/en/contact/>

Address of the buyer profile:

-

I.6) MAIN ACTIVITY

- Other activity: Passenger Rail Transport

SECTION II: OBJECT

II.1) SCOPE OF THE PROCUREMENT

II.1.1) Title

Marktconsultatie - Market Consultation Automatic shunting (verwachte einddatum: 14-01-2021).

Reference number: WS2449253793

II.1.2) CPV code(s)

Main code:

34600000 - Spoor- en tramlocomotieven, rollend materieel en onderdelen

Supplementary code:

-

II.1.3) Type of contract

Supplies

II.1.4) Short description

NS would like to gain detailed insight in what Automatic Shunting could mean for their operation and the benefits for the infrastructure manager ProRail. Consequently, NS aspire to engage a partnership to perform experiments with Automatic Shunting on a centrally operated shunting yard (CBG) and about the transition to a non-centralised traffic controlled area (NCBG). At CBG's, empty trains are moved, e.g. for services, daily technical checks, small repairs and for stabling. Trains should be able to drive the indicated speed, which usually is under 40 km/hr. Brief description of the shunting process:

- 1) The train drives from the platform to the shunting yard on a track with ATB EG (class B) and vice versa.
- 2) At the shunting yard it should be able to:
 - a. drive the indicated speed
 - b. stop when necessary
 - c. be operated remotely (in case of degraded modes)
 - d. be serviced and/or stabled
- 3) Optional also to:
 - a. be coupled or decoupled
 - b. operate manual switches remotely

II.1.5) Estimated total value

Value excluding VAT: - Currency: -

II.1.6) Information about lots

This contract is divided into lots: no

II.2) DESCRIPTION

II.2.1) Title

-

Lot No: -

II.2.2) Additional CPV code(s)

-

II.2.3) Place of performance

NUTS code:

NL NEDERLAND

Main site or place of performance:

The Netherlands

II.2.4) Description of the procurement:

(nature and quantity of works, supplies or services or indication of needs and requirements)

Not applicable.

II.2.14) Additional information:

-

II.3) ESTIMATED DATE OF PUBLICATION OF CONTRACT NOTICE

13/11/2020

SECTION IV: PROCEDURE

IV.1) DESCRIPTION

IV.1.8) Information about the Government Procurement Agreement (GPA)

The procurement is covered by the Government Procurement Agreement: yes

12/11/2020

[I. II. IV. VI.](#)

SECTION VI: COMPLEMENTARY INFORMATION

VI.3) ADDITIONAL INFORMATION

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VI.5) DATE OF DISPATCH OF THIS NOTICE

12/11/2020