

Memorandum of Information – 16 December 2022

Introduction:

This Memorandum of Information has been prepared to answer questions from interested market parties. This Memorandum of Information forms an integral part of the Qualification Document. The information in this Memorandum of Information prevails over information previously made available.

Questions and answers:

No.	Document	Section / page number	Question	Answer
1	Qualification Document	2.2.1 / 10	Could you please share some basic features of the future hydrogen trains? For instance : seating capacity, train configuration (i.e. 2-car; 3-car); maximum length, maximum speed, minimum operating range; et cetera).	Based on the current insights and requirements of the Province, the following basic requirements are set for the trains. Seating capacity: At least 140 seats Train configuration: At least a 2-car Maximum length: 56 meter design speed: At least 140 km/h Minimum operating range: 1000 km Maximum axle load: 20 ton Toilet area As stated in paragraph 6.1 of the Qualification Document, Selected Candidates will be given the opportunity to respond to the requirements through individual meetings. After these meetings they can ask questions and/or propose changes in writing. There is therefore a possibility that adjustments will be made to these requirements.
2	Qualification Document	2.2.1 / 10	"The trains must be authorised to operate on the Dutch rail tracks." Does this mean that authorisation and operation in Germany will be excluded, or is this an optional feature?	The intention is that the trains are also suitable for running on the German rail tracks. Section 2.2.1 will therefore be amended. The text:

				<i>"The Contract concerns the supply of four hydrogen trains, with an option for the supply of two additional trains. The trains must be authorised to operate on the Dutch rail tracks. In the Tender Phase the draft program of requirements and draft Purchase Agreement will be provided to the Selected Candidates."</i> is amended to: <i>"The Contract concerns the supply of four hydrogen trains, with an option for the supply of two additional trains. The trains must be authorised to operate on the Dutch <u>and German</u> rail tracks. In the Tender Phase the draft program of requirements and draft Purchase Agreement will be provided to the Selected Candidates."</i>
3	Qualification Document	2.2.1 / 10	We assume the new trains should be fitted with ETCS onboard equipment. Do you, in addition to ETCS, require an STM for ATB-EG and/or ATB-EG?	The trainset should be fitted with ETCS onboard system and in addition with the STM for ATB-NL (-EG and -NG) and PZB. Further details will follow in the requirements specification.
4	Qualification Document	2.2.1 / 10	Could you please inform us on which lines the hydrogen trains will be operated?	The trainset has to operate in single and multiple traction (max 3) on the following tracks Leeuwarden - Groningen - Winschoten, Delfzijl - Groningen – Veendam/(Stadskanaal), Eemshaven - Roodeschool - Nieuweschan - Leer - Bremen (D), Leeuwarden - Harlingen Haven en Leeuwarden - Stavoren.
5	Qualification Document	2.2.2 / 10	What will be the criteria to order two additional trains? Is it related to the possible reactivation of the line to Stadskanaal?	The decision to buy 4 or 6 trains is a political decision that will be taken by the Province of Groningen. This choice is part of her freedom of decision. The decision will not be related to the possible reactivation of the line to Stadskanaal.
6	Qualification Document	6.2 / 24	The time schedule does not indicate the anticipated delivery schedule of the new trains. The award criteria (6.3) however indicate that the award decision depends on it. In	Based on current knowledge and insights, Arriva currently assumes a maximum delivery time of 48 months from the date of order. Arriva reserves the right to adjust this term in

			order enable us to estimate whether the delivery schedule is feasible could you please share the delivery dates?	the Tender Phase on the basis of advancing insight or changed circumstances. A Tenderer can score a fictitious discount if it offers a delivery time which is shorter than the maximum delivery time. Arriva will elaborate on this in the Tender Document.
7	Selectieleidraad (EN)_v1.0	§3.5 Point 9 & 10 / page 15	Is the understanding of the Tenderer correct, that it is allowed to issue a Power of Attorney (signed by responsables who are apparent in the trade register) to dedicated Sales Directors? Therefore the Sales Directors are allowed to sign the ESPD and all other applicable documents then. Can Arriva please confirm?	Yes, that is allowed. In that case, the Power of Attorney must be submitted with the application as an appendix to the "Extract(s) from the professional or trade register" (Document C in Appendix 3)
8	Selectieleidraad (EN)_v1.0	§2.1 / page 10	Among others in §2.1 it is stated "It intends to have the hydrogen trains included in the timetable and [...]". Can Arriva please share the timetable with Tenderers in order to allow deeper and more detailed analysis?	In Arriva's opinion, this information is not (yet) relevant at this stage of the tender procedure. The timetable(s) of the line(s) on which the trains will initially be used will be made available to the Selected Candidates in the next phase of the tender (the Tender Phase).
9	Selectieleidraad (EN)_v1.0	§2.2.1 / page 10	It is mentioned that "the trains must be authorised to operate on the Dutch rail tracks." Referring to the previous dialogue with Arriva, can the Tenderers expect to operate on the routes discussed? The operating routes would include: - Groningen -> Delfzijl - Groningen -> Veendam Can Arriva please confirm the above mentioned routes or clarify if there are any changes?	See the answer given in response to question 4.
10	Selectieleidraad (EN)_v1.0	§2.2.3 / page 10	Referring to the maintenance of the trains, can Arriva please make a statement if a suitable location for a hydrogen filling station is already foreseen or has been chosen?	It is foreseen to build the filling station on the rail yard "De Vork" in Groningen.
11	Selectieleidraad (EN)_v1.0	§4.2.4 / page 21	In for example SR5 it is mentioned that Tenderers need to submit the extract from the professional or trade register as an evidence in order to fulfill this criteria. Does this and	If the extract(s) from the professional or trade register is available in English, Arriva would like to receive it in English.

			potential other documents need to be translated in english language and legalized as well? Can Arriva please clarify what exactly is requested here in terms of translations in order to be fully compliant with the formalities.	If not available in English, the document(s) may be submitted in the original language.
12	Selectieleidraad (EN)_v1.0	§4 / page 18	Arriva states that Tenderers shall fill out the pdf file of the ESPD before printing. However, the pdf file is not foreseen to fill out digitally. Can Arriva please make an editable version of this ESPD available in order to fill out the document accordingly?	On 9 December 2022, an electronic ESPD form was created in TenderNed that can be completed and submitted by Candidates. Candidates have the choice of printing, manually completing, scanning and uploading the ESPD form, or electronically completing and submitting the ESPD form.
13	Selectieleidraad (EN)_v1.0	§2.1 / page 10 §4.2.2 / page 20 §6.2 / page 24	In §2.1 it is stated that The Province of Groningen aims for zero emission transport in 2035 by focussing on hydrogen. However, in SR3 of §4.2.2 Tenderer is asked to provide a reference project for the production of a FuelCell hydrogen train. Is Tenderer's understanding correct, that the Tender Phase (Process step 1 of the planning according to §6.2) which will be published by the end of February 2023 will be an open technology Tender and therefore allows train concepts with both FuelCell as well as hydrogen engine which lead to zero emission as requested per §2.1? Tenderer thinks that a public Tender should be open technology which on one hand provides natural market and technology competition and on the other hand leads to the overall aim of the Province of Groningen which is zero emission. The FuelCell and the Hydrogen engine do have substantial advantages in different fields. Therefore, it would allow Tenderers to make a more detailed analysis of both the concepts to find a solution which fits best for the Province of Groningen and their needs.	No, this assumption is incorrect. The Province of Groningen has explicitly chosen for the concept with FuelCell. It is therefore not an open technology tender