

Note of information - Shunting locomotives, wagons and inspection rail vehicles

No	Document	Page no.	Subject	Question
1	Market consultation	7	Time schedule	We would like to receive responses to the questions in Section 4 and Appendix C of the market consultation document by March 28.
Answer		This stage so can you give us some information and answers on them.		
2	Market consultation	Ch 4 Page 14	propulsion	Can GVB consider H2 as possible energy carrier?
Answer		Yes maybe, but this is comes with some extra issues so not preferably. But if there is a good option in the marked, also safety and cost wise we can consider it		
3	Market consultation	Ch 4 Page 15	propulsion	Can GVB consider Li batteries as possible energy carrier?
Answer		Yes, this is a possible carrier. If there more options please give some information, so we can consider it		
4	Market consultation	Ch 4 page 25	scope	Will it be mandatory for supplier to propose all the items or is it possible to quote only some of the required vehicles?
Answer		At the end of Chapter 4 you will find a table of questions about which vehicles you could provide. I would ask you to fill it out. At this stage we are not asking you to submit a price quote. However, a rough price indication is welcome. The formal quotation will only be requested at the tender stage.		
5	Market consultation		scope	Max speed solo and under load?
Answer		Minimal both 40Km/h .Max not specific a maximum speed that is what you can purpose.		
6	Market consultation		scope	Min speed solo and under load?
Answer		Minimal both 40Km/h but if this is not possible, please elaborate and give the other options we can consider		
7	Market consultation		scope	Max trailing load?
Answer		100.000 kg and with 2 locs/vehicles 190000 kg		
8		All	Approval	In what circumstances will the vehicles be used? Are the tracks out of order and will an TCVT-VSTTRM approval be sufficient? If so, this opens up a lot of extra possibility's in type of vehicles and the use of technologies.

				We expect this may have a big positive impact on purchase/ maintenance costs and lead time for delivery of the project.
	Answer	The tracks are out of service while the work is in progress. So when we are working there are no active trains on the tracks. The main tasks are carried out at night, sometimes with no power available on the third rail and no other trains operating. The TCVT-VSTTRM is needed. Also, some other guidelines are applied like EN 50121 1 / 2 / 3 the vehicles need to be railway proof. (but you can always send us your proposal for something that is near the question)		
9		11	Type of vehicles	A Shunting locomotive is mentioned, could this also be a not classic locomotive with equivalent (or better) characteristics, such as a rail-road vehicle (according EN15746) or a self-propelled rail vehicle (according EN15955).
	Answer	Yes this could be also a Equivalent better is always good.		
10		11	Type of vehicles	An inspection vehicle is mentioned, a rail-road vehicle (according EN15746) or a self-propelled rail vehicle (according EN15955).
	Answer	Both can be an option. So if you can deliver both, please give them both as an option		
11		11	Type of vehicles	Is there a crane needed? What type of crane?
	Answer	Not necessary, but it could be an option in the future. Could you please show us the option you can deliver on the loc or vehicles. Maybe it is an option we can add to the vehicle in 5 or 10 years.		
12		11	Type of vehicles	What is the needed payload?
	Answer	Payload of trailer 12ton axle load so 2 axles with own weight maximum of 24 ton's. So axle load 12 ton is maximum, payload vehicles shunting 12 ton axle load, so axle load of 12ton is maximum		
13		11	Type of vehicles	Same question for service vehicles and wagons (EN15954)
	Answer	See above		
14		All	Power-supply	Does GVB prefer zero emission above hybrid solutions? And how will this be assessed?
	Answer	This will be assessed what is possible. But zero emission or in the future zero emission will be preferably. (but safety is also something we take with us in the discussion.)		
15		15	Braking weight	Please specify the total weight of this 13 wagons. Is this the max. shunting capacity?
	Answer	This is the minimal for braking capacity (with air consumption.) 70000- 100000 kg single and 190000 with tadem mode is more a less the maximum. Weight of 13 wagons is not the max.		
16		15	Battery use in tunnels	Does GVB have other than national legal requirements for the use of batteries in tunnels?
	Answer	No related specific for batteries, Only fire related requirements. Requirements for batteries in tunnels are still to be developed		

17		16	Battery cycle	Please specify the length of the slopes.
Answer		Length is different al the time but with 1 km of slope in a curve you would be nearing what is needed.		
18		17	Use on metro / tram	In case of EN15746-EN15955 or EN15954 this is possible.
Answer		Good, thank you.		
19		17	Use on metro / tram	Please take notice that not only wheels but the curves and kinematic profile is differend for metro-tram.
Answer		Yes thank you. This is to inform you about how flexible the use of the loc/ vehicle is		