

ADDENDUM TO THE QUESTIONS AND ANSWERS TO RTP- TN-488577 OF OCTOBER 17, 2024

This addendum provides answers (nr. 112) on questions that were not included in the Q&A published on October 17, 2024. The reason being: questions were submitted in time but as an e-mail with attachment. Given the nature (and answers) of these questions there is no reason to modify the current deadline of October 28, 23:59 hours CET.

112. Topic (not specified)

Questions 112:

- 112.1 Is a project management office (PMO) provided by the Ministry or should it be part of the offer by the service provider?
- 112.2 What is the Ministry's general understanding of an "Innovation partnership"?
- 112.3 What is the road operator's current level of digitalization? Can they already access a shared, central tool?
- 112.4 Is the overall aim of the call to expand an existing product or building something completely new?
- 112.5 What are the functional and non-functional requirements for the RoMo 2 backend?
- 112.6 How are the technical limitations of the required service demarcated and where is the starting point for the service provider?
- 112.7 What exactly are the technical services provided by the Ministry for the RoMo2?
- 112.8 How should the vehicle data be anonymized?
- 112.9 How is the user interface designed in the current solution and what features are included?
- 112.10 May call-offs of the ministry be rejected by the provider?

Answers 112:

- 112.1 The Ministry of Infrastructure and Watermanagement does provide a centralized Project Management Office (PMO) for the ROMO-2 project. However, service providers are expected to include project management capabilities within their own teams to manage their deliverables effectively. Details regarding project management responsibilities and coordination will be discussed during phase 4 of the tender process.
- 112.2 It is not at all to the Ministry of Infrastructure and Watermanagement to define the concept of "Innovation partnership". It is defined in the European procurement directive 2014/24/EU and the national implementation thereof in the Dutch procurement law (Aanbestedingswet 2012). The reason behind applying this procedure is to achieve a close collaboration with candidates classes 1,2 and 3 to develop solutions that meet specific

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needs. In the context of ROMO-2, this involves co-developing use cases that utilize vehicle-generated data to support road operators.

- 112.3 The level of digitalization among road operators varies. Some operators have advanced digital infrastructures and can access shared central tools, while others have less resources. ROMO-2 aims to enhance the digital integration of vehicle-generated data into their operational processes. Specific details about existing tools and platforms will be discussed in phase 4 with selected candidates.
- 112.4 ROMO-2 aims to build upon lessons learned in ROMO-1. The focus is on creating new (not existing) operational solutions that effectively utilize probe vehicle data to support road operators. This may involve both connecting to existing systems as well as building new systems and interfaces, depending on the use case.
- 112.5 The specific functional and non-functional requirements for the ROMO-2 backend will be determined during phase 4 of the tender process. In-depth discussions with selected candidates will define technical specifications, performance criteria, security measures, and other relevant requirements needed to support the use cases.
- 112.6 Technical limitations and service boundaries will be clarified during phase 4. Candidates are expected to demonstrate their existing capabilities and readiness to develop and deliver the proposed use cases. The starting point is leveraging their current infrastructure and expertise with vehicle data to meet the project's objectives.
- 112.7 The Ministry may provide certain technical support or services to facilitate solution integration, such as access to existing platforms (e.g., NDW and/or Rijkswaterstaat APIs) and data aggregation facilities. The exact nature of these services will be discussed and defined during phase 4 with selected candidates.
- 112.8 Vehicle data must be anonymized in compliance with Dutch policy regarding vehicle data for road maintenance and European data protection laws, including GDPR. Anonymization should ensure that individual drivers or vehicles cannot be identified directly or indirectly. Specific requirements and standards for data anonymization will be detailed during phase 4, but candidates should have processes in place to anonymize data appropriately before sharing it.
- 112.9 The design and features of current user interfaces are not relevant as we start from scratch when it comes to this integration. However, some road operators use dashboards, second-screen solutions, or integrate data into their operational tools. ROMO-2 aims to enhance these interfaces or develop new ones as needed. Details about current interfaces and future design requirements will be provided during phase 4.
- 112.10 Generally, once a contract is in place, providers are expected to fulfill agreed-upon services. The ability to reject call-offs may depend on contractual agreements and specific circumstances, which will be detailed during the tender process.

End of addendum