

No	Paragraph/subject	Question	Answer
1	Schedule of requirements	The market consultation document does not address the weighting of the different components of the Schedule of Requirements. Could you indicate whether a submission that does not meet all the minimum requirements will be declared invalid? a. If so: are you aware that the draft Schedule of Requirements represents a significant increase in obligations compared to the current concession, and do you consider this increase realistic? b. If not: could you indicate which minimum requirements must at least be met?	The concessionholder will be required to comply with all requirements. To limit the burden during the tender phase, bidders will not be asked to explain in their submission how they will meet each individual requirement. However, they will be required to include a statement confirming their commitment to comply with the requirements and obligations set out in the Schedule of Requirements and other concession documents. These requirements and obligations differ from those of the current concessions due to (policy-driven) developments and past experiences. The fact that the requirements and obligations are different does not necessarily mean they are more stringent. We invite you to specify your question in the market information document: which requirements, in your view, result in increased burdens?
2	Award criteria	Could you also indicate what the intended award criteria will be? In other words, how points can be earned and how the different components will be weighted in relation to each other?	Information about the award criteria and their weightings will be provided upon publication of the tender documents. You are free to submit any suggestions you may have.
3	Award criteria	And could you indicate whether the Local and Regionale Authorities and/or the House of Representatives will still have an opportunity to provide input regarding these award criteria?	The Local and Regional Authorities and Consumer Organisations will be asked to provide input on the award criteria together with their response to the draft Programme of Requirements. Subsequently, IenW will make a decision and establish the award criteria.

4	Local affiliation	The requirements set out in the draft Schedule of Requirements are derived from the four main objectives previously established in the Policy Framework Memorandum and now restated in the draft schedule of Requirements. These are generic goals that are uncontroversial but could essentially apply to any public transport concession. The Frisian Wadden ferries operate in a recognized World Heritage site and provide vital lifeline connections for the islands. Many aspects of the draft Schedule of Requirements therefore relate to the concept of “local affiliation”: the Frisian Wadden ferries are an inseparable part of the island communities they serve. We once again ask you to include local affiliation as a main objective in the final Schedule of Requirements and to ask questions about this essential aspect (for the island communities) during this second market consultation on the draft schedule of Requirements.	Although “local affiliation” is not formulated as one of the main objectives in the Policy Framework Memorandum, “social contribution” is reflected in several ways in the Schedule of Requirements, including: - The home base of the vessels at night - Reduced fares and reserved seats for island residents; - The involvement of local and regional authorities, consumer organisations, and the customer panel; - Contributing to society, including through SROI obligations (5.4.1–5.4.3) and efforts related to local and regional social initiatives and accountability for these (5.4.4–5.4.5). In our view, it is neither necessary nor desirable to adjust the main objectives from the Policy Framework Memorandum. We look forward to receiving your feedback on the requirements formulated with regard to “local affiliation.”
5	Electrification	An important aspect in shaping the transition path towards full electrification of the Frisian Wadden ferries is the earliest year in which the required electric capacity will become available. We assume this will not be in the final years of the next concession period, due to the fleet renewal that must take place afterwards, which is considered undesirable at the end of a concession period. Is this assumption correct, and if so: in which year do you expect to be able to supply the required amount of electricity at the earliest? The risk of significant disinvestments in hybrid propulsion is very high if it is not clear during the tender phase in which year sufficient grid capacity will be available at the earliest.	At this moment, no specific years have been determined yet, given that the plans regarding the energy reinforcement of the islands and the harbors have not been finalized. At the latest, the Ministry of Infrastructure and Water Management (IenW) will communicate the year four years in advance. Furthermore, in our view, fleet renewal is not entirely tied to electrification because, for example, diesel-electric vessels can be used as a bridge solution when a ship needs replacement but the charging infrastructure is not yet realized. Of course, we strive to provide the years or estimates as soon as possible. The current estimate can be found in the public document “Electrification Frisian Wadden Ferries overview per connection” available at: https://www.waddenzee.nl/thema/duurzame-bereikbaarheid/beleid/

6	Electrification	Could you please clarify whether “any batteries” in this article also refers to onboard batteries and/or interchangeable battery packs? A clarification of the type of batteries this relates to would be appreciated.	This concerns the fixed batteries onshore. In the system currently planned, some harbors will have a fixed battery onshore that can be continuously charged from the grid, and this battery will then supply high power to charge the battery on the ship. Therefore, only the onshore battery is meant here.
7	Operating assets	Why is there no question included in the market consultation document regarding (the determination of) the compensation for the use of operating assets? This is an essential element for the financial and operational assessment of the concession.	You rightly point out that the compensation for the use of infrastructure and production assets is an essential element for the financial and operational assessment of the concession. IenW (and, indirectly, the Directorate-General for Public Works and Water Management [Dutch RWS]) therefore welcomes feedback on the proposed determination of this compensation, which is why the draft documents have now been made public. It might have been better to explicitly request this feedback in the market consultation documents.
8	Glossary of terms	We note that in the market consultation document, financials provisions are being cited (including those concerning the FEB) that use terms which are not (yet) included in the Draft Schedule of Requirements Glossary of Terms such as Contract Variations and Concession. We would appreciate it if this glossary could be extended so that we can respond based on accurate and complete information.	We have attached a table with the definitions of the relevant terms as an annex to this Notice of Information.
9	Articles Concession Decision and references	Article 2.2 of the Concession Decision refers to Article 8, which is not included in the market consultation document. Could we still receive this article?	The financial provisions will be made available at the start of the tendering process. The tender documents are expected to be published in the autumn of 2025.
10	Articles Concession Decision and references	Several articles refer to sections of the Concession Decision that have not yet been provided (such as Article 8 on Contract Variations). Could you clarify when the full Concession Decision will be made available?	The draft Concession Decision will be made available at the start of the tender procedure. The tender documents are expected to be published in the autumn of 2025.

11	Schedule of requirements and references	Requirement 13.4.1 refers to "paragraph X" of the Concession Decision. We assume this is a placeholder. Could you provide this paragraph for the purpose of this consultation round? If not, why not, and when will the paragraph be made available?	The draft Concession Decision will be made available at the start of the tender procedure. The tender documents are expected to be published in the autumn of 2025.
12	Financial Economic Basis (FEB)	When will the full financial provisions be made available? The market information document only includes Articles 2, 9, 10, 11, and paragraph 12. For a comprehensive assessment, access to the remainder is necessary.	The financial provisions will be made available at the start of the tendering process. The tender documents are expected to be published in the autumn of 2025.
13	Financial Economic Basis (FEB)	Articles 9.2 and 10.1 of the Concession Decision refer to 'Standard Form X'. Could you provide this form for the consultation round? If not, why not, and when will the form be made available?	The term Standard Form X in Articles 9.2 and 10.1 refers to the Financial Economic Basis (FEB). The FEB is part of the market consultation documents published on TenderNed under the name 'Draft Annex D FEB'.
14	Average return on investment and references	Article 11.3 of the Concession Decision refers to Article 3. Could you make this article available already, and does it indeed concern a part of the financial provisions?	The financial provisions will be made available at the start of the tendering process. The tender documents are expected to be published in the autumn of 2025.
15	Average return on investment and formulation	When will the final percentage ('xxx%') for the maximum return on investment be announced? This parameter is essential for the financial calculations.	An external study is currently being conducted to determine this percentage. It is expected that the study will be completed in the summer of 2025. The percentage will be announced no later than the start of the tender process.

16	Availability of additional annexes	For the purpose of the consultation round, the contracting authority has made the draft Schedule of Requirements with annexes available. In this context, we kindly request you to additionally provide the following documents: Searchable versions of Annexes B5.1 and B5.2 Annex 1 (general terms and conditions) and Annex 2 (site sketches) to Annexes B5.1 and B5.2 A clear and searchable version of Annex B6 Annexes 1, 9, 10, and 11 to the Valuation Report of production assets, Annex B6 Without these documents, we are insufficiently able to properly assess the documents already available and respond accordingly.	The following have been attached as annexes to this Notice of Information (NVI): Searchable versions of Annexes B5.1 and B5.2, from which personal data have been manually removed. Annex 1 (general terms and conditions) to B5.1 and B5.2. Searchable versions of Annex B6, including Annexes 1, 9, 10, and 11, from which personal data have been manually removed. The following documents have not been attached: Annex 2 (site sketches) to B5.1 and B5.2, as these will only be prepared when drawing up the final agreement. The agreements themselves do contain a description of the parcels to be put into use, and there is currently no reason to deviate from the current usage.
17	Disclosure of market consultation outcomes	To avoid placing participants in the market consultation in a privileged position, lenW will make the outcomes of the market consultation public in the tender documents." At what point will the outcomes of the market consultation be shared with the participants?	The anonymized report of this market consultation will be published simultaneously with the tender documents.
19	Schedule of Requirments and Glossary of Terms	Requirement 2.1.12: the average occupancy rate refers to the number of passengers. It is unclear whether this concerns the number of persons, cars, or both. Could you please clarify?	Requirement 2.1.12 relates only to passengers, not to cars.
20	General	We kindly request you to extend the submission deadline for the Market information document by one week: from Tuesday, June 24 to Tuesday, July 1.	The submission deadline for the Market information document will be moved to June 26.

21	General	We kindly request that the response deadline for the Draft Schedule of Requirements be aligned to Sunday, July 20. Currently, TenderNed states Monday, July 14, while the Frisian Wadden Platform Participation assumes July 20.	The response to the draft Schedule of Requirements is part D of the market information document. For this part, we will prepare a separate response note. Therefore, it is not a problem to extend the response deadline to July 20. You can submit part D of the market information document separately on TenderNed before July 20. Please note, however, that if you wish to discuss certain points about the draft Schedule of Requirements during the explanatory meetings, these must be included in the market information document before June 26.
----	---------	--	--