

(Second) Call for Interested Participants for a Bridge Weigh-in-Motion Tender

Purpose

The purpose of this "(Second) Call for Interested Participants for a Bridge Weigh-in-Motion Tender" is:

- To gain additional insight into the technical and professional capabilities of potential bidders.

This market consultation is a continuation of the market consultation from October 2024 (TenderNed reference 488781 / TED reference 592371-2024).

Background (from October 2024 Market Consultation)

Rijkswaterstaat is an agency of the Dutch Ministry of Infrastructure and Water Management. One of Rijkswaterstaat's responsibilities is asset management and maintenance of bridges and viaducts on the Dutch national highway network. To ensure the structural safety of these infrastructure objects, recalculations are conducted to determine whether reinforcement is needed to comply with Eurocodes and Rijkswaterstaat's rules and guidelines. In addition, periodic inspections are carried out to assess the technical condition of bridges and viaducts.

Bridge Weigh-in-Motion systems enable Rijkswaterstaat to gain better insight into the actual traffic load on a particular bridge or road section. The information generated by Bridge Weigh-in-Motion will be used as input for recalculations of infrastructure, and to gain insight into the causes of damage observed during inspections of bridges/viaducts and pavements.

Bridge-specific Weigh-in-Motion data is particularly relevant for assessing fatigue in steel bridges and for monitoring the effect of weight/axle load restrictions on (all) bridges or viaducts, for example during renovation projects.

Furthermore, data from Bridge Weigh-in-Motion systems is used in predictive models for traffic loads on road sections without In-Road or Bridge Weigh-in-Motion systems. The data will also be used as input for the revision of the Dutch National Annex to EN 1991-2 (for new bridges/viaducts) and NEN 8701 (existing bridges/viaducts), supplementing data collected using traditional In-Road WiM systems.

Framework Agreement Approach (from October 2024 Market Consultation)

Rijkswaterstaat aims to consolidate all Bridge Weigh-in-Motion related services under a Framework Agreement. Reasons for this approach include:

- Long-term cooperation with potential for increased efficiency;
- Flexibility, necessary for various reasons:
 - Monitoring traffic loads on bridges/viaducts undergoing renovation. The population of these structures will change over time;
 - Determining traffic loads on bridges requiring recalculations, where bridge-specific measurements may lead to different conclusions than normative traffic loads. This too will involve a changing group of bridges and viaducts over time;
 - Pre-selection of vehicle combinations that exceed legal mass/axle load limits. By varying Bridge Weigh-in-Motion system locations, the police and transport inspection authority (ILT) gain an element of surprise, ultimately improving compliance with legal weight and axle load limits.

The need for flexibility is reflected through the desired collaboration between Rijkswaterstaat and a Bridge Weigh-in-Motion supplier, where both parties consult on scheduling, task allocation, and location-specific requirements.

Through a Framework Agreement, Rijkswaterstaat seeks to partner with one or more parties with a versatile Bridge Weigh-in-Motion system that can be deployed on most types of Rijkswaterstaat's bridges/viaducts.

Scope (from October 2024 Market Consultation)

The scope includes (but is not limited to) the following Bridge Weigh-in-Motion related services:

- Preparing installation and work plans for bridges/viaducts selected by Rijkswaterstaat;
- Coordinating and being responsible for location-specific traffic control measures during installation, calibration, and de-installation of the Bridge Weigh-in-Motion system, to ensure a safe and adequate working environment;
- Installing the Bridge Weigh-in-Motion system according to the installation and work plan;
- Calibrating the Bridge Weigh-in-Motion system;
- Presenting all Bridge Weigh-in-Motion data to Rijkswaterstaat via a secure online portal, showing individual vehicle passages over time. Each record must include key vehicle combination characteristics such as total mass, axle load, axle distances, license plates (front and rear), and an overview photo of the vehicle;
- Presenting all live Bridge Weigh-in-Motion data per location in a secure online portal, with the option to forward this information to the police/ILT for truck pre-selection;
- Daily submission of data for vehicles that do not comply with location-specific legal limits (e.g. on total mass, heavy truck restrictions, etc.);
- De-installation of the Bridge Weigh-in-Motion system.

It is expected that these services will be required for at least the next five years, possibly longer. The contract duration has not yet been determined.

Questions (supplement to October 2024 Market Consultation)

We kindly request that you review the suitability requirements regarding technical and professional competence, which are mentioned in the attached document.

Potential bidders must meet the specified suitability requirements independently, without relying on the capacity, resources, or references of third parties (such as subcontractors or partners).

Please indicate how your organization, via a message in TenderNed, without relying on third parties, can independently meet the stated suitability requirements in terms of technical and professional competence, as formulated in the annex to this market consultation.

Activity	Date
Publication of the market consultation on TenderNed / TED	06-06-2025
Deadline for receiving responses to the market consultation	30-06-2025 until 15.00 uur