

1. What is the expected timeline for the concession? Eg when will the tender will be released, the anticipated award date, and deadlines for having chargers operational.
 - a. Details such as these are not yet determined and is one of the reasons why we consult the marketplace with the questions as published. So that we can determine what is (un)fair to ask. Hopefully you and fellow market players can help us by answering our questions so that we know what (not) to ask in the potential tender.
2. How will site access be arranged and for how long? Will parties receive a formal lease or permit for each location? Does the 12-year concession mean guaranteed use of those sites for the full term? We would like to understand termination clauses or relocation procedures if known.
 - a. Site access is foreseen to be public.
 - b. Details such as the 12-year are not yet determined and is one of the reasons why we consult the marketplace with the questions as published. So that we can determine what is (un)fair to ask. Hopefully you and fellow market players can help us by answering our questions so that we know what (not) to ask in the potential tender.
3. What is the address of Nieuw Overvecht or what is the intended site? Which sites are more likely for rejection and why? Which sites are potentially temporary and why? Are the charging locations fixed, and could we propose alternatives? Of the sites potentially to be assessed in future, how are new locations (if found during the concession) added to the contract?
 - a. The location(s) in Nieuw Overvecht is not yet finalised.
 - b. Details such as these are not yet determined and is one of the reasons why we consult the marketplace with the questions as published. So that we can determine what is (un)fair to ask. Hopefully you and fellow market players can help us by answering our questions so that we know what (not) to ask in the potential tender.
4. Which sites have potential existing (heavy) grid connections? Who handles and funds grid connections/upgrades? More specifically, has the Gemeente (or network operator) already secured the initial grid connections (e.g. the 3x80 A at De Wetering) and who pays for them? Lastly, If higher power is needed later, will the Gemeente support getting a 3x250 A or upgraded connection, or is this entirely the responsibility of the operator?
 - a. Details such as these are not yet determined and is one of the reasons why we consult the marketplace with the questions as published. So that we can determine what is (un)fair to ask. Hopefully you and fellow market players can help us by answering our questions so that we know what (not) to ask in the potential tender.
5. What coordination with the DSO (grid operator) will the Gemeente facilitate to help expedite assessments and applications?
 - a. Gemeente is a customer of the DSO like any other party who would like to have a grid connection.

6. Will the Gemeente provide any financial support or guarantees? Eg for capital costs (e.g. a subsidy per charger or covering civil works) or operational support (like energy cost grants or minimum revenue guarantees). Does the Gemeente expect a concession fee or revenue share from the operator? As the consultation hints at exploring financing mechanisms, will the Gemeente reimburse certain costs (“costs of setting up the charging station”) or is the operator expected to fully invest and recover via user tariffs alone?

a. Details such as these are not yet determined and is one of the reasons why we consult the marketplace with the questions as published. So that we can determine what is (un)fair to ask. Hopefully you and fellow market players can help us by answering our questions so that we know what (not) to ask in the potential tender.

7. How will charging tariffs be set or capped? Specifically, will the concession impose a maximum tariff or if bidders must propose a price per kWh. If so, will there be indexation for energy costs or a mechanism to adjust prices with market conditions?

a. Details such as these are not yet determined and is one of the reasons why we consult the marketplace with the questions as published. So that we can determine what is (un)fair to ask. Hopefully you and fellow market players can help us by answering our questions so that we know what (not) to ask in the potential tender.

8. Are the sites available for regular cars also? If not, we are also seeking to clarify if the site will be reserved exclusively for electric trucks and how will enforcement work? Eg If diesel trucks currently use these spaces, what measures will ensure EV charging bays aren't ICED or occupied by non-charging vehicles? Also, can the operator implement a system (like signage, barriers, or monitoring) to keep the bays available for charging trucks only?

a. We aim to provide for electric truck and heavy electric building equipment via signage such as shown on page 10/12 of the marktconsultatie. Further details such as as proposed are not yet determined and is one of the reasons why we consult the marketplace with the questions as published. So that we can determine what is (un)fair to ask. Hopefully you and fellow market players can help us by answering our questions so that we know what (not) to ask in the potential tender.

9. Are there provisions for offering services? If so what other services are possible? Also, how is parking currently managed at sites and what costs or future cost models may be applied?

a. Details such as these are not yet determined and is one of the reasons why we consult the marketplace with the questions, specifically #16, as published. So that we can determine what is (un)fair to ask. Hopefully you and fellow market players can help us by answering our questions so that we know what (not) to ask in the potential tender.

10. Will the concessionaire have exclusivity for services at these sites (and/or citywide)? Will other companies be able to install competing chargers in the same designated

locations? Also, will the Gemeente still allow other public truck chargers outside these locations?

- a. In public space on fore parkingspots we do not yet fore see competition as it is only possible to install a max of 1 charger for 1 parkingspot. Of course it is possible that competition will occur on private grounds or other parking spots in the area.

11. How will additional sites or chargers be handled during the 12-year term? Is it possible to add more chargers under the concession (beyond the initial 3-8) with city approval? Conversely, if the city identifies new locations in a few years, would those fall under the existing concession or be tendered separately?

- a. Details such as these are not yet determined and is one of the reasons why we consult the marketplace with the questions as published. So that we can determine what is (un)fair to ask. Hopefully you and fellow market players can help us by answering our questions so that we know what (not) to ask in the potential tender.

12. What happens after the 12-year concession? Eg. Will charging assets revert to the Gemeente, or if there is an option to extend the concession or buy out the equipment's residual value?

- a. Details such as these are not yet determined and is one of the reasons why we consult the marketplace with the questions as published. A term of 12 year is also up for input so please help us to determine what is (un)fair to ask. Hopefully you and fellow market players can help us by answering our questions so that we know what (not) to ask in the potential tender.

13. How are risks like vandalism or liability for vehicles addressed? Could the Gemeente assist with security (patrols or cameras) or is the operator solely responsible for site security and insurance?

- a. Gemeente works via [Signalen Utrecht](#) and [Wijkagenten | politie.nl](#) for both vandalism and to instruct towing services such as Mordern Berging.

14. How does this concession align with Utrecht's zero-emission zone and logistics policies?

- a. These policies are shown on [Milieuzone en zero-emissiezone | gemeente Utrecht](#) and key driver of why would like to help local entrepreneurs in the tranbsition from fossil to renewable energy.

15. What charging standards and future-proofing are expected?

- a. Details such as these are not yet determined and is one of the reasons why we consult the marketplace with the questions as published. A term of 12 year is also up for input so please help us to determine what is (un)fair to ask. Hopefully you and fellow market players can help us by answering our questions so that we know what (not) to ask in the potential tender.

16. How will proposals be evaluated and weighted?

- a. Details such as these are not yet determined and is one of the reasons why we consult the marketplace with the questions as published. A term of 12 year is also up for input so please help us to determine what is (un)fair to ask. Hopefully you and fellow market players can help us by answering our questions so that we know what (not) to ask in the potential tender.