

Exhibit A1 - Scope of Work (SoW)

Acquisition of new Power supply unit for train heating

(Similar to our Finke wagons (Class FDe-Diesel-Generator wagon))

Definitions

Container = Power Supply Unit.

Finke/FDe = Power supply unit + wagonframe.

1. Purpose

Norske tog AS invites suppliers to submit offers for the delivery of three new 40 feet ISO containers containing Power Supply units intended for replacement of existing power supply units currently used by Norske Tog.

Norske tog AS is currently using Finke wagons to provide supplementary electrical power for train heating and onboard systems when the locomotive's power supply capacity is insufficient. They support the operation of longer passenger trains on non-electrified routes, particularly during winter when heating demand is high.

2. Scope of Supply

The Supplier shall provide three new containers containing Power Supply Units to be used together with diesel locomotives and passenger coaches. The Power Supply Units shall be mounted on existing Finke Wagon frames, see more information in Exhibit G.

The Solution shall include power supply units capable of delivering single phase 1000VAC 50Hz to a train consist. The effect delivered shall be approx. 600kWe or more.

2.1 Power Generation System

2.1.12 Maintenance plan

The Supplier shall deliver a maintenance plan designed to minimize the frequency and duration of planned maintenance interruptions.

The Supplier shall document the scheduled maintenance tasks, their intervals in operating hours and/or calendar time, and the estimated downtime per task.

The Customer will evaluate the frequency and total duration of planned maintenance interruptions. Fewer interruptions and shorter total annual downtime will be assessed positively, based on comparable operating assumptions.

The Supplier shall present the maintenance plan in Exhibit D.

2.5 Options

The Customer is considering extending the procurement to include the components specified in the options below and therefore requests the Tenderer to submit proposals for Options 1–4. Any decision to exercise the options will be made prior to contract signature. Submission of offers for Options 1, 2, 3 and 4 is optional.

Option 1 - Delivery of one extra complete container (Power Supply Unit)

The Supplier should offer an option for delivery of one additional new container, including:

New container including power supply units capable of delivering single phase 1000VAC 50Hz to a train consist.

The container shall be suitable for mounting on existing wagon frames used by Norske Tog.

This option shall be quoted separately and include all necessary design work, structural verification and documentation.

The Supplier shall describe the delivery schedule for this unit, and potential impact on the overall delivery schedule if the option is exercised in Exhibit D – Supplier's Description.

The option shall be priced separately in Exhibit B1 – Price Form.

Option 2 - One extra Finke (Container + Wagon frame).

The Supplier should offer one additional Finke unit as an option, in accordance with the requirements set out in Exhibit A1 – SoW New Finke and Exhibit A2 – The Customers requirements.

The Supplier shall describe the delivery schedule for this unit, and potential impact on the overall delivery schedule if the option is exercised in Exhibit D – Supplier's Description.

The option shall be priced separately in Exhibit B1 – Price Form.

Option 3 – Integrated air compressor

The Supplier should offer a solution for, and installation of, an air compressor with an air dryer capable of supplying compressed air to passenger coaches in the event of locomotive failure.

The air compressor should be operable manually from inside the container. In addition, the solution should be equipped with a local control panel, appropriate safety features (including overpressure protection), and all necessary hoses, fittings, and interfaces required for connection to the train air system.

The solution should be capable of maintaining brake and system air pressure during stationary or low-speed recovery operations. The required capacity is approximately 600 l/min at 10 bar.

The Customer should have the option to procure up to four solutions for integrated air compressors under this option.

The option shall be priced separately in Exhibit B1 – Price Form.

Option 4 - Remote shutdown

The Supplier should offer a solution that enables shutdown of engines and/or power units.

The Supplier should describe the schedule for installation of this functionality, and potential impact on the overall delivery schedule if the option is exercised in Exhibit D – Supplier's Description.

The Customer should have the option to procure up to four remote shutdown solutions under this option.

The option shall be priced separately in Exhibit B1 – Price Form.

2.6 Documentation Requirements

See Exhibit A2, 2.6. Documentation Requirements.

All the documents listed in A2.6 shall be available to the customer prior to delivery.

2.7 Testing and Acceptance

See Exhibit A2 2.7. Testing and Acceptance.

The Solution shall complete a round-trip test run between Trondheim and Bodø with connected wagons and locomotive, without any faults attributable to the solution.

Where applicable, the fuel level in the tanks shall be measured before and after the test run to estimate fuel consumption.

If the test run fails, the Supplier shall identify and rectify the root cause before a new test run is performed. The delivery shall not be accepted or considered complete until the test run has been successfully completed.

The order is considered finished after a successful test-run.

2.8 Delivery Schedule

2.8.1 Delivery Schedule

The Supplier shall in Exhibit D provide a detailed delivery schedule covering the entire scope of the delivery.

At a minimum, the schedule shall specify the planned dates for completion of design activities, procurement of key components, assembly, testing, and final delivery, as well as any dependencies requiring action or input from the Customer.

The delivery schedule accepted by the Customer shall be deemed contractual and binding upon the Supplier.

Suppliers proposing an earlier final delivery date will receive a higher evaluation score than suppliers proposing later delivery dates.