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Tender

Fleet of at least 15 but up to 30 Bi-Mode Locomotives for TransPennine Express (TPE) with an option for up to a further 5 additional Locomotives for use on the Great Western Railway (GWR) Sleeper Service

FIRST TRANSPENNINE EXPRESS LIMITED

F05: Contract notice – utilities

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Section I: Contracting entity

I.1) Name and addresses

FIRST TRANSPENNINE EXPRESS LIMITED

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LONDON

W2 1AF

Contact

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Email

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Country

United Kingdom

NUTS code

UKI32 - Westminster

Internet address(es)

Main address

<https://www.tpexpress.co.uk/>

I.3) Communication

Access to the procurement documents is restricted. Further information can be obtained at

<http://redirect.transaxions.com/events/nQ5M7>

Additional information can be obtained from the above-mentioned address

Tenders or requests to participate must be submitted to the above-mentioned address

I.6) Main activity

Railway services

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

Fleet of at least 15 but up to 30 Bi-Mode Locomotives for TransPennine Express (TPE) with an option for up to a further 5 additional Locomotives for use on the Great Western Railway (GWR) Sleeper Service

II.1.2) Main CPV code

- 34620000 - Rolling stock

II.1.3) Type of contract

Supplies

II.1.4) Short description

TPE specific requirements

The locomotives must be compatible with the existing, TPE-operated, CAF MKVa trains. For clarity, the locomotive must have the interface modifications installed to enable control of systems to support passenger service operation, e.g door control, passenger information system, automatic selective door operation (ASDO system). A detailed description of these systems will be provided during the tendering stage.

The MKVa rakes are nominally 5-car configuration (including a driver trailer to enable push-pull operation with 1 x Locomotive coupled at the non-DT end of the rake), giving a Total tare mass of 5 x vehicles = 161.11 Tonnes (172.04 Tonnes for VTAC calculation purposes), maximum ETS load of 300kW. The MkVa design also allows for an additional 2 x coaches to be homologated into the design, if the need arose, therefore, the locomotive should be able to operate with up to 7-cars at a total tare mass to 224.89 Tonnes (241 Tonnes for VTAC calculation purposes) and ETS load to 410kW. The Driver Trailer vehicle currently has control equipment fitted that is compatible to the Class 68.

For TPE, the supplier should provide a full maintenance provision (TSA type arrangement) and where possible work with TPE to minimise locomotive swaps by aligning maintenance with the Mk5a fleet. The Mk5a Maintenance is currently carried out by Alstom at Longsight Depot in Manchester.

GWR specific requirements

An option must also be provided to supply up to a further 5 locomotives for the existing GWR riviera sleeper service operated by Mk3's (up to 9 coaches at approx. 344 tonnes tare mass and ETS draw at 340kw).

The locomotive must be capable of operating on the Paddington to Penzance route with appropriate consideration of the gradients on the route (see section 'Main site or place of performance') including adequate brake retardation rates and systems to combat the adhesion issues on the route.

It is desired to make a step change improvement on communications between the locomotive and coaches, and it would be preferable for the locomotive to be able to interface with the coaches for dispatch and alarm indications.

For maintenance on GWR locomotives, a TSSSA agreement would be required with scheduled maintenance carried out by GWR's own staff at Longrock Depot, Penzance and Reading.

II.1.6) Information about lots

This contract is divided into lots: No

II.2) Description

II.2.2) Additional CPV code(s)

- 34621200 - Railway maintenance or service vehicles

II.2.3) Place of performance

NUTS codes

- UKC - North East (England)
- UKE - Yorkshire and the Humber
- UKI - London
- UKK - South West (England)

Main site or place of performance

TPE

The locomotives are expected to be operated anywhere on the TPE network but is expected to primarily operate on the following routes:

- South route between Liverpool via Warrington to Manchester, Sheffield and Cleethorpes
- North routes between Liverpool via Newton-le-Willows to Manchester and across the Pennines to Huddersfield, Leeds, Hull and York and onto either:
 - o Scarborough
 - o Middlesbrough, Redcar and Saltburn
 - o Newcastle

GWR

The GWR Riviera overnight sleeper service operates daily (aside from Saturday night) in either direction between London Paddington and Penzance.

II.2.4) Description of the procurement

The scope of the services to be provided by the Tenderer awarded the Contract will include (but not be limited to) the following :

Purchase

1. under a Manufacture and Supply Agreement (MSA), for the Train Manufacturer and Maintainer (TMM) to design, build, test and commission a minimum of 15 but up to 30 Bi-Mode Locomotives with an Option for a further 5 for First Greater Western.

TPE Maintenance

2. In respect to the TransPennine Express requirements, under a Train Services Agreement (TSA), for the TMM to provide train maintenance, servicing and refurbishment services (as required).

3. In following termination or expiry of the TSA, to continue to provide the necessary technical support and spares to the successor maintainer and repairer of the fleet if required under a Technical Support and Spares Supply Agreement (TSSSA).

4. once in service, payment for services under the TSA will be adjusted to take account of (among other key performance indicators) the availability, reliability and performance of the fleet.

GWR Maintenance

5. If the option for the additional locomotives provided for under the MSA is exercised then

the Contracting Authority for those additional locomotives will be First Greater Western Limited (trading as GWR). If the GWR Option is exercised the provision of maintenance services under a Technical Support and Spares Supply Agreement (TSSSA) including the ability to adjust payments to take account of (among other key performance indicators) the availability, reliability and performance of the fleet.

Further details can be obtained at :

<http://redirect.transaxions.com/events/nQ5M7>

II.2.5) Award criteria

Price is not the only award criterion and all criteria are stated only in the procurement documents

II.2.7) Duration of the contract, framework agreement or dynamic purchasing system

Duration in months

6

This contract is subject to renewal

No

II.2.10) Information about variants

Variants will be accepted: Yes

II.2.11) Information about options

Options: No

II.2.14) Additional information

The duration set out in this EOI is based upon the expected duration of the TransPennine Express National Rail Contract (under which it operates rail services). This duration may be extended and the Contracting Authority may let a contract for a longer period if the National Rail Contract is extended and/or the Contracting Authority enters into a replacement contract to operate passenger rail services on the Transpennine routes. If the option for the additional locomotives is exercised then it is anticipated that any TSSSA would also be for a duration aligned to the First Greater Western National Rail Contract and such TSSSA could be for a longer period if such National Rail Contract is extended and/or First Greater Western enters into a replacement contract to operate passenger rail services on the GWR Riviera sleeper route.

Section IV. Procedure

IV.1) Description

IV.1.1) Type of procedure

Negotiated procedure with prior call for competition

IV.1.8) Information about the Government Procurement Agreement (GPA)

The procurement is covered by the Government Procurement Agreement: No

IV.2) Administrative information

IV.2.2) Time limit for receipt of tenders or requests to participate

Date

21 February 2022

IV.2.4) Languages in which tenders or requests to participate may be submitted

English

Section VI. Complementary information

VI.1) Information about recurrence

This is a recurrent procurement: No

VI.3) Additional information

Note the duration of Contracts and other dates expressed in the Contract Notice may be subject to change in accordance with the terms of the Pre Qualification Questionnaire, Invitation to Negotiate and the Contracts (once awarded).

Alternative Bids and Contract Structures that meet the Technical Requirements will be considered.

We reserve the right to consider all financing options for these fleets.

This may result in additional parties/financiers being party to the MSA and or Maintenance Arrangements.

VI.4) Procedures for review

VI.4.1) Review body

High Court

London

Country

United Kingdom