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Award

## Rail Replacement System

NETWORK RAIL (HIGH SPEED) LIMITED

UK5: Transparency notice - Procurement Act 2023 - [view information about notice types](#)

Notice identifier: 2026/S 000-002777

Procurement identifier (OCID): ocds-h6vhtk-0604eb

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## Scope

### Description

The requirement for this procurement is four Rail Replacement Gantries systems for use on the HS1 route. The gantry system must be able to deliver the following requirements and conform to particular interfaces:

Key requirements:

System must deliver renewals in CP4

System must operate in single-bore tunnel environment

System must perform rail replacement activities in weeknight shift

System must be capable of exchanging both S&C assets and CWR

System must deliver rail, exchange rails, and collect scrap in the same working shift

Key considerations for interface groups:

Permanent way:

The track gauge is 1435mm. The rail type is UIC60 (aka CEN60) on mainly ballasted track with twin block sleepers, and ~50km single track on slab track.

The maximum installed cant is 160mm. The maximum gradient is 1 in 40 (2.5%).

Open sections have a maximum speed of 300km/h, with track centres spaced at 4.5m.

The infrastructure is predominantly built to GC gauge. UIC GB+ gauge applies to the Ashford

connecting lines on the NR Network. The most restrictive, W6a gauge applies to a small number of locations on NRHS-managed infrastructure.

#### Buildings & Civils:

Several tunnels exist on HS1 including twin tunnels under London from Stratford westwards towards St Pancras and eastwards towards Dagenham. Tunnel depth varies between 24m and 50m. The two London tunnels are 7.5km and 10.1km long and split by Stratford International station. Other major tunnels include the 3.1km tunnel under the Thames at Thurrock in Essex and the 3.2km North Downs Tunnel near Maidstone in Kent.

HS1 features several major viaducts with three exceeding 1km in length: Medway Viaduct carries the line over the river Medway adjacent to the M2 motorway, Thurrock Viaduct takes the line over the A282 Dartford Crossing and Ashford Viaduct takes the fast lines over Ashford International station.

#### Signalling & Telecoms (S&T):

TVM430 in-cab signalling is used across the infrastructure - except at Ashford and St Pancras

International stations which are equipped with the KVB train protection system.

#### Electricification & Plant (E&P):

Catenary compliant with the Energy (High Speed) TSI supplies 25kV at 50Hz AC. The contact wire height is 5080mm above rail level except for the Ashford Station platforms where it is at 4680mm minimum.

#### Maintenance Depot:

The infrastructure maintenance depot for HS1, Singlewell Infrastructure Maintenance Depot (SIMD), is located at Singlewell, near to Gravesend, Kent. Storage, maintenance

and overhaul of the proposed system would need to take place at SIMD.

The contract will also includes the provision of training for Network Rail High Speed personnel to operate and maintain the Gantries once they are delivered to site.

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## **Contract 1. Rail Replacement System**

### **Supplier**

- Geismar Rail Industry Technologies & Services SAS

### **Contract value**

- 5271000 EUR excluding VAT
- 6325200 EUR including VAT

Above the relevant threshold

### **Earliest date the contract will be signed**

9 February 2026

### **Contract dates (estimated)**

- 16 February 2026 to 14 February 2028
- 1 year, 11 months, 27 days

## **Main procurement category**

Goods

## **CPV classifications**

- 42414310 - Mobile lifting frames

## **Contract locations**

- UK - United Kingdom

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## **Other information**

### **Conflicts assessment prepared/revised**

Yes

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## **Procedure**

### **Procedure type**

Direct award

### **Special regime**

Utilities

## Direct award justification

Single supplier - technical reasons

We intend to direct award under the justification that the competition is absent due to technical reasons and in this case only a particular supplier can supply goods. This is because any incompatibility between existing systems/equipment and new goods could also result in time consuming and complex redesign and modification which is unacceptable in the circumstances as this will have a major impact on delivering future work banks. In this case we cannot wait for bespoke alternatives due to the increased risk, cost and expected delay to CP4 renewals. There is a risk that train services will be delayed, delay costs incurred and reputational damage due to faulty assets and that NRHS does not have a viable methodology to address this.

The Geismar 'PMC' gantries are intended for S&C replacement and are used extensively by SNCF on their high-speed lines. The gantries are transported to the worksite affixed to rail wagons, meaning they can be moved during passenger service to maximise the maintenance window. A series of PMC units can operate in tandem to replace S&C assets (half sets switches, crossings etc.) as well as longer

lengths of continuously welded rail (CWR). They are remote control operated and self-deploy from the wagon using a combination of offloading legs and the larger,

primary support legs. The assets being replaced can be transported to the worksite on the same consist that delivers the PMC units, where the rail assets are affixed to

the wagon deck, underneath the PMC unit. This allows for the significant benefit of delivering new, replacing, and removing scrap, assets in the same shift – reducing the requirement from three, to one maintenance shift.

The PMC solution has a significantly reduced profile when compared to other larger, tracked gantry systems used for major track renewals works. This unlocks their utility under live OHLE (without isolation) and in areas of restricted structure gauge (i.e tunnels) – both of which are vital for planned NRHS infrastructure maintenance.

The justification is based on schedule 5, paragraph 6 which states:

The following conditions are met in relation to the public contract—

(a) due to an absence of competition for technical reasons, only a particular supplier can

supply the goods, services or works required, and

(b) there are no reasonable alternatives to those goods, services or works.

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## Supplier

### **Geismar Rail Industry Technologies & Services SAS**

- Public Procurement Organisation Number: PBLW-6435-NQHP

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Small or medium-sized enterprise (SME): No

Voluntary, community or social enterprise (VCSE): No

Contract 1. Rail Replacement System

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## Contracting authority

## **NETWORK RAIL (HIGH SPEED) LIMITED**

- Public Procurement Organisation Number: PPWG-4728-MXTL

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Region: UKI45 - Lambeth

Organisation type: Public authority - sub-central government