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Award

## **Class 156 Rolling Stock Lease**

ScotRail Trains Limited

F15: Voluntary ex ante transparency notice

Notice identifier: 2026/S 000-004079

Procurement identifier (OCID): ocds-h6vhtk-060810

Published 16 January 2026, 4:40pm

### **Section I: Contracting authority/entity**

#### **I.1) Name and addresses**

ScotRail Trains Limited

Atrium Court, 50 Waterloo Street

Glasgow

G2 6HQ

#### **Email**

[emma.docherty@scotrail.co.uk](mailto:emma.docherty@scotrail.co.uk)

#### **Telephone**

+44 3448110141

#### **Country**

United Kingdom

#### **NUTS code**

UKM - Scotland

**Internet address(es)**

Main address

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

Buyer's address

[https://www.publiccontractsscotland.gov.uk/search/Search\\_AuthProfile.aspx?ID=AA30589](https://www.publiccontractsscotland.gov.uk/search/Search_AuthProfile.aspx?ID=AA30589)

**I.6) Main activity**

Railway services

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**Section II: Object**

**II.1) Scope of the procurement**

**II.1.1) Title**

Class 156 Rolling Stock Lease

Reference number

SR-PACT-PROJ-0241

**II.1.2) Main CPV code**

- 34600000 - Railway and tramway locomotives and rolling stock and associated parts

**II.1.3) Type of contract**

Supplies

**II.1.4) Short description**

This notice concerns a modification to an existing lease (the Lease) procured whilst ScotRail was under the Abellio franchise ownership, between ScotRail Trains Limited (SRT) and Angel Trains Limited (Angel) for 76 Class 156 vehicles (the Fleet).

The Lease is currently scheduled to expire on 31 March 2027 with the option to extend

until 31 December 2027. A 5-year extension has been agreed to the Lease for the same scope of supplies, with an additional option to extend for up to a further 1 year. The value of that extension (inclusive of options) is GBP 77,000,000 excluding VAT.

This extension is necessary to ensure SRT is able to discharge its obligations and continue to deliver vital services while the rural new fleet procurement is progressed and is therefore an interim solution until the new fleet can be procured, built and commissioned for passenger service.

There is a Continued Service Operation (CSO) workstream in progress to restore the condition of the fleet due to their age which will ensure it can continue to operate for passenger service for the duration of the extension.

#### **II.1.6) Information about lots**

This contract is divided into lots: No

#### **II.1.7) Total value of the procurement (excluding VAT)**

Value excluding VAT: £138,200,000

### **II.2) Description**

#### **II.2.2) Additional CPV code(s)**

- 34600000 - Railway and tramway locomotives and rolling stock and associated parts

#### **II.2.3) Place of performance**

NUTS codes

- UKM - Scotland

#### **II.2.4) Description of the procurement**

The Lease is being modified in accordance with regulation 86(1)(b) of the Utilities Contracts (Scotland) Regulations 2016 as additional supplies not included within the original procurement have become necessary, and a change of contractor cannot be made for economic or technical reasons and would cause significant inconvenience or substantial duplication of cost for SRT, because:

1. The modification has become necessary: there is a need to secure the ongoing operation of the Lease, which includes lifeline services in rural areas, while SRT carries out a full procurement for an enduring rolling stock solution using emerging technologies (including batteries and network electrification). Diesel trains are the only feasible option for this interim period.

2. A change of contractor cannot be made for economic or technical reasons: this is because:

a. the Fleet has specific characteristics and technical features that are designed to interoperate with the rail infrastructure and SRT's other fleets and are required for operation on the West Highland and Stranraer Lines, as well as Glasgow suburban routes. For example:

i. the Fleet is the only available DMU passenger stock which is fully accepted for operation on the West Highland and Stranraer lines and is able to make use of differential speed limits in order to meet the journey times of the timetable;

ii. any alternative Fleet would require an extensive programme of train crew and engineering staff training, which would create significant additional (and disproportionate) training workload at a time when SRT is already engaged in an intensive programme of recruitment for future fleet cascades and new trains;

iii. a Section 54 agreement is being finalised in relation to the Fleet, and SRT expects that agreement to be in place for the full duration of the lease and options.

b. SRT's analysis has confirmed that there are no alternative available fleets that contain the necessary technical features and could meet these requirements.

3. In the event that an alternative existing fleet with suitable performance and technical characteristics was available (which in SRT's view is not the case), and that fleet could be adapted to accommodate the necessary technical features, this would result in substantial duplication of cost, significant inconvenience and extra time out of service, which would be disproportionate in the context of an interim solution

#### **II.2.11) Information about options**

Options: Yes

Description of options

As per Section II.1.4, there is an option to extend for up to a further 1 year

#### **II.2.13) Information about European Union Funds**

The procurement is related to a project and/or programme financed by European Union funds: No

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## **Section IV. Procedure**

### **IV.1) Description**

#### **IV.1.1) Type of procedure**

Award of a contract without prior publication of a call for competition in the cases listed below

- The procurement falls outside the scope of application of the regulations

Explanation:

Please refer to II.2.4 for the Description of the procurement

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

The procurement is covered by the Government Procurement Agreement: Yes

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## **Section V. Award of contract/concession**

### **Contract No**

SR-PACT-PROJ-0241

A contract/lot is awarded: Yes

### **V.2) Award of contract/concession**

#### **V.2.1) Date of conclusion of the contract**

16 January 2026

#### **V.2.2) Information about tenders**

The contract has been awarded to a group of economic operators: No

#### **V.2.3) Name and address of the contractor/concessionaire**

Angel Trains Limited

123 Victoria Street

London

SW1E 6DE

Telephone

+44 7827307631

Country

United Kingdom

NUTS code

- UK - United Kingdom

The contractor/concessionaire is an SME

No

#### **V.2.4) Information on value of contract/lot/concession (excluding VAT)**

Total value of the contract/lot/concession: £77,000,000

#### **V.2.5) Information about subcontracting**

The contract/lot/concession is likely to be subcontracted

Short description of the part of the contract to be subcontracted

ScotRail Trains Limited are responsible for changing engines/gearbox/C4 on behalf of Angel.

Wabtec UK Limited supply/overhaul the engines and gearboxes.

Gemini Rail Services UK Limited will undertake the C6/C5P/CSO work

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## **Section VI. Complementary information**

### **VI.3) Additional information**

Please note the value provided at II.1.7 represents the total value of the lease from the point of transfer to ScotRail Trains Limited in 2022.

(SC Ref:820094)

### **VI.4) Procedures for review**

#### **VI.4.1) Review body**

Glasgow Sheriff Court and Justice of the Peace Court

1 Carlton Place

Glasgow

G5 9DA

Country

United Kingdom