

This is a published notice on the Find a Tender service: <https://www.find-tender.service.gov.uk/Notice/007478-2022>

Tender

Additional Rolling Stock for TransPennine Express (TPE)

First Transpennine Express Limited

F05: Contract notice – utilities

Notice identifier: 2022/S 000-007478

Procurement identifier (OCID): ocds-h6vhtk-0323d0

Published 18 March 2022, 5:20pm

Section I: Contracting entity

I.1) Name and addresses

First Transpennine Express Limited

8th Floor, The Point, 37 North Wharf Road

LONDON

W21AF

Contact

Stephen Stewart

Email

stephen.stewart@firstrail.com

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/CSjva>

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

Additional Rolling Stock for TransPennine Express (TPE)

II.1.2) Main CPV code

- 34620000 - Rolling stock

II.1.3) Type of contract

Supplies

II.1.4) Short description

TransPennine Express ("TPE") is the Delivery Partner to the Department for Transport, Rail North Partnership and Network Rail in delivery of the Transpennine Route Upgrade Programme ("TRU Programme"). The TRU Programme is aligned to the government's priorities for transport which are to:

- Build confidence in the transport network and improve transport user's experience, ensuring that the network is safe, reliable, and inclusive;
- Improve connectivity and grow the economy by enhancing the transport network, on time and on budget; and
- Tackle climate change and improve air quality by decarbonising transport.

The objectives for the TRU Programme are to:

- Improve rail users' experience by providing more frequent, more reliable, faster and less crowded trains;
- Improve connectivity to level up and grow the North;
- Attract new users to rail both passenger and freight; and
- "Green" the railway to contribute to decarbonisation and other environmental benefits.

These benefits will be enabled by a range of infrastructure investments including:

- electrification of the route between Manchester and York;
- significant network enhancements to provide capacity and reliability (most notably those covered in the Transport and Works Act Order published by Network Rail in March 2021);
- conversion of the route to Digital Signalling; and
- further interventions to support the wider outcomes anticipated in the Department for Transport's Integrated Rail Plan.

If the benefits of a more frequent, high performing service are to be fully realised the industry will need to move away from the current focus on diesel operations across the Pennines with rail services using electric traction and digital signalling.

In its role as Delivery Partner, TPE will lead the rolling stock market engagement to develop solutions which support continuity of service capacity during the delivery of the infrastructure works and meet the overarching requirements of the TRU Programme for the TPE business. Our focus will be how to best realise the benefits being sought by providing a rolling stock solution which is an integral and optimised component for the whole route upgrade.

TPE will be working closely with the Department for Transport, Rail North Partnership and Network Rail to develop an industry business case for the preferred rolling stock solution for the Programme.

TPE is seeking expressions of interest from suppliers for the provision of additional rolling stock fleet. A range of options and potential lots are currently being considered and high-level details of these are set out below. More detailed requirements will be provided in later procurement stages.

The additional trains must be:

- fully compatible with the existing infrastructure and with the TRU Programme improvements; and
- gauge cleared for operation along the route and any diversionary routes identified to provide uninterrupted services during the engineering works.

Suppliers will be required to clearly identify and provide detailed information about any enabling investments beyond the anticipated scope of TRU Programme that will be required to enable introduction of all rolling stock solutions proposed (e.g. shore supply).

Any proposed solutions should be modular and flexible to increase train length from 5-car to either 6-car or 7-car, but noting maximum train platform lengths along the route and

train stabling road locations of no more than 200m. Options for longer or alternative formations will be considered provided they remain within the 200m limit.

Please refer to the document found under "Attachments" accessed via the provided Link to view the Fleet Options 1, 2 & 3.

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

II.1.6) Information about lots

This contract is divided into lots: Yes

Tenders may be submitted for all lots

II.2) Description

II.2.1) Title

Bi-Modes - High Speed

Lot No

1

II.2.2) Additional CPV code(s)

- 50222000 - Repair and maintenance services of rolling stock

II.2.3) Place of performance

NUTS codes

- UKC - North East (England)
- UKD - North West (England)
- UKE - Yorkshire and the Humber
- UKM - Scotland

Main site or place of performance

These additional trains are expected to be operated anywhere on the TPE network but is expected to primarily operate on the following routes:

- North routes between:

- o Liverpool via Newton-le-Willows to Manchester Victoria (fully electrified already)
 - o Manchester Airport to Manchester Victoria (fully electrified already)
 - o Across the Pennines from Manchester Piccadilly & Manchester Victoria to Huddersfield and Leeds (fully electrified by TRU programme)
 - o Leeds to York via Micklefield (fully electrified by TRU programme)
 - o York to Scarborough (unelectrified)
 - o York to Newcastle (fully electrified already)
 - o Northallerton to Saltburn (unelectrified)
 - o Between Leeds and Hull via Micklefield (electrified by TRU programme between Leeds and Micklefield, unelectrified between Micklefield and Hull)
 - o Various diversionary routes and ECS routes (largely unelectrified)
- Anglo-Scottish route between Manchester Airport and Edinburgh via WCML (fully electrified)

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:

Supply of rolling stock

1. Where the Tenderer is proposing a new build rolling stock solution, a Manufacture and Supply Agreement ("MSA"), for the Train Manufacturer and Maintainer ("TMM") to design, build, test and commission the selected option.

Note for Options 1,2 and 3 the operating speed will be up to 125 mph, lower speeds may be acceptable subject to evaluation of operational performance.

2. Where the Tenderer is proposing an existing rolling stock solution, We also seek submissions that include all alternative traction power solutions and welcome submissions where cascaded Rolling Stock in existing or modified traction configuration could meet TPE's requirements under a Lease Agreement where the train owners should provide rolling stock that meets all TPE's traction and other requirements and where the monthly

vehicle rental costs include the relevant proportion of attributable to the lease term of any capex costs required in respect of modifications to meet such requirements.

As part of this procurement, we are seeking the supplier to be a long-term partner to optimise the benefit of carbon reduction which can be achieved through the scope of proposed electrification delivered and emerging rolling stock technology, most notably the opportunity offered by batteries or equivalent.

Any modified fleet will not only need to satisfy the quantities in the table above but must satisfy Passenger perception of the overall design, internal ambience, condition and facilities, external conditional as being modern, comfortable, and comparable to TPE's current customer offering.

Maintenance

3. under a Train Services Agreement (TSA), for the TMM to provide train maintenance, servicing and refurbishment services (as required).
4. once in service, payment for services under the TSA will be adjusted to take account of (amongst other key performance indicators) the availability, reliability and performance of the fleet.
5. Provide these maintenance services inclusive of a depot(s) facility as a turnkey service or without a depot(s) facility with the latter clearly stating any minimum requirements in terms of facilities to carry out the services.
6. Following termination or expiry of the initial TSA term, if required, agree to continue providing the necessary technical support and spares to the successor maintainer and repairer of the fleet under a Technical Support and Spares Supply Agreement (TSSSA).

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

96

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: Yes

Description of options

The Fleet Options are listed on the document accessed via the provided Link.

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

II.2.14) Additional information

TPE anticipates entering into a further National Rail Contract in respect of the period 1 April 2023-31 March 2031 with a core term of 4 years with up to a further 4 years at the Secretary of State for Transport's discretion. The duration set out in this EOI reflects this expectation.

II.2) Description

II.2.1) Title

EMU - High Speed & Bi-Modes High Speed

Lot No

2

II.2.2) Additional CPV code(s)

- 34620000 - Rolling stock
- 50222000 - Repair and maintenance services of rolling stock

II.2.3) Place of performance

NUTS codes

- UKC - North East (England)
- UKD - North West (England)
- UKE - Yorkshire and the Humber

- UKM - Scotland

Main site or place of performance

These additional trains are expected to be operated anywhere on the TPE network but is expected to primarily operate on the following routes:

- North routes between:

- o Liverpool via Newton-le-Willows to Manchester Victoria (fully electrified already)
 - o Manchester Airport to Manchester Victoria (fully electrified already)
 - o Across the Pennines from Manchester Piccadilly & Manchester Victoria to Huddersfield and Leeds (fully electrified by TRU programme)
 - o Leeds to York via Micklefield (fully electrified by TRU programme)
 - o York to Scarborough (unelectrified)
 - o York to Newcastle (fully electrified already)
 - o Northallerton to Saltburn (unelectrified)
 - o Between Leeds and Hull via Micklefield (electrified by TRU programme between Leeds and Micklefield, unelectrified between Micklefield and Hull)
 - o Various diversionary routes and ECS routes (largely unelectrified)
- Anglo-Scottish route between Manchester Airport and Edinburgh via WCML (fully electrified)

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:

Supply of rolling stock

1. Where the Tenderer is proposing a new build rolling stock solution, a Manufacture and Supply Agreement ("MSA"), for the Train Manufacturer and Maintainer ("TMM") to design, build, test and commission the selected option.

Note for Options 1,2 and 3 the operating speed will be up to 125 mph, lower speeds may be acceptable subject to evaluation of operational performance.

2. Where the Tenderer is proposing an existing rolling stock solution, We also seek submissions that include all alternative traction power solutions and welcome submissions where cascaded Rolling Stock in existing or modified traction configuration could meet TPE's requirements under a Lease Agreement where the train owners should provide rolling stock that meets all TPE's traction and other requirements and where the monthly vehicle rental costs include the relevant proportion of attributable to the lease term of any capex costs required in respect of modifications to meet such requirements.

As part of this procurement, we are seeking the supplier to be a long-term partner to optimise the benefit of carbon reduction which can be achieved through the scope of proposed electrification delivered and emerging rolling stock technology, most notably the opportunity offered by batteries or equivalent.

Any modified fleet will not only need to satisfy the quantities in the table above but must satisfy Passenger perception of the overall design, internal ambience, condition and facilities, external conditional as being modern, comfortable, and comparable to TPE's current customer offering.

Maintenance

3. under a Train Services Agreement (TSA), for the TMM to provide train maintenance, servicing and refurbishment services (as required).

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

5. Provide these maintenance services inclusive of a depot(s) facility as a turnkey service or without a depot(s) facility with the latter clearly stating any minimum requirements in terms of facilities to carry out the services.

6. Following termination or expiry of the initial TSA term, if required, agree to continue providing the necessary technical support and spares to the successor maintainer and repairer of the fleet under a Technical Support and Spares Supply Agreement (TSSSA).

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

96

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: Yes

Description of options

The Fleet Options are listed on the document accessed via the provided Link.

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

II.2.14) Additional information

TPE anticipates entering into a further National Rail Contract in respect of the period 1 April 2023-31 March 2031 with a core term of 4 years with up to a further 4 years at the Secretary of State for Transport's discretion. The duration set out in this EOI reflects this expectation.

II.2) Description

II.2.1) Title

Coaching Stock - High Speed

Lot No

3

II.2.2) Additional CPV code(s)

- 50222000 - Repair and maintenance services of rolling stock

II.2.3) Place of performance

NUTS codes

- UKC - North East (England)
- UKD - North West (England)
- UKE - Yorkshire and the Humber
- UKM - Scotland

Main site or place of performance

These additional trains are expected to be operated anywhere on the TPE network but is expected to primarily operate on the following routes:

- North routes between:

- o Liverpool via Newton-le-Willows to Manchester Victoria (fully electrified already)
 - o Manchester Airport to Manchester Victoria (fully electrified already)
 - o Across the Pennines from Manchester Piccadilly & Manchester Victoria to Huddersfield and Leeds (fully electrified by TRU programme)
 - o Leeds to York via Micklefield (fully electrified by TRU programme)
 - o York to Scarborough (unelectrified)
 - o York to Newcastle (fully electrified already)
 - o Northallerton to Saltburn (unelectrified)
 - o Between Leeds and Hull via Micklefield (electrified by TRU programme between Leeds and Micklefield, unelectrified between Micklefield and Hull)
 - o Various diversionary routes and ECS routes (largely unelectrified)
- Anglo-Scottish route between Manchester Airport and Edinburgh via WCML (fully electrified)

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:

Supply of rolling stock

1. Where the Tenderer is proposing a new build rolling stock solution, a Manufacture and Supply Agreement ("MSA"), for the Train Manufacturer and Maintainer ("TMM") to design, build, test and commission the selected option.

Note for Options 1,2 and 3 the operating speed will be up to 125 mph, lower speeds may be acceptable subject to evaluation of operational performance.

2. Where the Tenderer is proposing an existing rolling stock solution, We also seek submissions that include all alternative traction power solutions and welcome submissions where cascaded Rolling Stock in existing or modified traction configuration could meet TPE's requirements under a Lease Agreement where the train owners should provide rolling stock that meets all TPE's traction and other requirements and where the monthly vehicle rental costs include the relevant proportion of attributable to the lease term of any capex costs required in respect of modifications to meet such requirements.

As part of this procurement, we are seeking the supplier to be a long-term partner to optimise the benefit of carbon reduction which can be achieved through the scope of proposed electrification delivered and emerging rolling stock technology, most notably the opportunity offered by batteries or equivalent.

Any modified fleet will not only need to satisfy the quantities in the table above but must satisfy Passenger perception of the overall design, internal ambience, condition and facilities, external conditional as being modern, comfortable, and comparable to TPE's current customer offering.

Maintenance

3. under a Train Services Agreement (TSA), for the TMM to provide train maintenance, servicing and refurbishment services (as required).

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

5. Provide these maintenance services inclusive of a depot(s) facility as a turnkey service or without a depot(s) facility with the latter clearly stating any minimum requirements in terms of facilities to carry out the services.

6. Following termination or expiry of the initial TSA term, if required, agree to continue providing the necessary technical support and spares to the successor maintainer and repairer of the fleet under a Technical Support and Spares Supply Agreement (TSSSA).

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

96

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: Yes

Description of options

The Fleet Options are listed on the document accessed via the provided Link.

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

II.2.14) Additional information

TPE anticipates entering into a further National Rail Contract in respect of the period 1 April 2023-31 March 2031 with a core term of 4 years with up to a further 4 years at the Secretary of State for Transport's discretion. The duration set out in this EOI reflects this expectation.

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

18 April 2022

Local time

5:00pm

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.4) Procedures for review

VI.4.1) Review body

High Court

London

Country

United Kingdom