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Contract

## **Design, certification, supply and installation of Single Variable Rate Sanding (SVRS) to ScotRail's Class 158 Diesel Multiple Units (DMUs)**

ScotRail Trains Limited

F06: Contract award notice – utilities

Notice identifier: 2025/S 000-017037

Procurement identifier (OCID): ocds-h6vhtk-04eec1

Published 25 April 2025, 1:42pm

### **Section I: Contracting entity**

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

ScotRail Trains Limited

Atrium Court,, 50 Waterloo Street

Glasgow

G2 6HQ

#### **Contact**

Lisa Scott

#### **Email**

[lisa.scott@scotrail.co.uk](mailto:lisa.scott@scotrail.co.uk)

#### **Telephone**

+44 3448110141

## **Country**

United States

## **NUTS code**

US - United States

## **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**

Design, certification, supply and installation of Single Variable Rate Sanding (SVRS) to ScotRail's Class 158 Diesel Multiple Units (DMUs)

Reference number

SR-PACT-PROJ-566

#### **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**

Turnkey solution for the design, certification, supply, and installation of Single Variable Rate Sanding (SVRS) for ScotRail's Class 158

Diesel Multiple Units (DMUs).

ScotRail requires an SVRS system that has previously received technical approval (i.e., ROSCO approval and full certification through the engineering change process).

The SVRS systems must be capable of providing proven improvements in braking performance under low-adhesion conditions for the Class 158 DMU fleet. This must be evidenced by industry performance data demonstrating these improvements specifically for the Class 158 DMUs.

ScotRail aims to commence fitment in Autumn 2025 to benefit from the system's benefits as soon as possible.

ScotRail intends to use the negotiated procedure without prior call for competition to contract with Siemens Mobility Limited. This approach is considered the only viable option, as Siemens Mobility is the only supplier who can provide a technically proven solution with demonstrated performance benefits on an in-service fleet and the capability to meet the challenging project timeline.

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

This contract is divided into lots: No

## **II.2) Description**

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

- 34631400 - Wheel axles and tyres and other parts of locomotives or rolling stock

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

NUTS codes

- UKM - Scotland

Main site or place of performance

Installation works will take place at ScotRail engineering depots in Inverness Depot and Haymarket Depot

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

Turnkey solution for the design, certification, supply, and installation of Single Variable Rate Sanding (SVRS) for ScotRail's Class 158 Diesel Multiple Units (DMUs).

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demonstrated performance benefits on an in-service fleet and the capability to meet the challenging project timeline.

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

Options: No

#### **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 works, supplies or services can be provided only by a particular economic operator for the following reason:
  - absence of competition for technical reasons

Explanation:

Please see additional information for a full explanation.

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

The procurement is covered by the Government Procurement Agreement: Yes

### **IV.2) Administrative information**

#### **IV.2.1) Previous publication concerning this procedure**

Notice number: [2025/S 000-010023](#)

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

A contract/lot is awarded: Yes

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

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

22 April 2025

#### **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**

Siemens Mobility Limited

Euston House, 24 Eversholt Street

London

NW1 1AD

Telephone

+44 7921242485

Country

United Kingdom

NUTS code

- UK - United Kingdom

The contractor is an SME

No

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## Section VI. Complementary information

### VI.3) Additional information

Justification:

SRT justifies its use for this procurement under two grounds:

1. Reg 48(1)(c): Only One Provider Available Due to Technical Reasons
2. Reg 48(1)(d) and 48(3): Extreme Urgency

Reg 48(1)(c) allows procurement from a sole provider if competition is absent for technical reasons or to protect exclusive rights.

Justification:

- SRT's safety case mandates the procurement of a fully certified SVRS system by August 2025 to ensure fleet safety.
- Porterbrook, the train owner, has mandated in the lease that SRT can only procure an SVRS system which has full engineering change approval.
- Siemens Mobility is the sole supplier meeting these technical requirements, making competition absent for technical reasons.

In conclusion, SRT's procurement under Regulation 48 is justified due to the absence of alternative suppliers capable of meeting the required specifications and timeframe.

Reg 48(1)(d) states that extreme urgency, caused by unforeseeable events, must make compliance with standard procurement procedures impossible. Reg 48(3) further clarifies that the urgency must not be attributable to the utility.

Justification:

The following incidents on the GB rail network has required SRT to install SRVS on its cl.158 fleet:

- The Salisbury collision (Oct 21) due to poor adhesion, involving Great Western Railway and South Western Railway trains, led SRT to implement an initial sanding strategy in 22.
- The Powys collision (Oct 24) involving Transport for Wales trains, and multiple station overruns in Autumn 24 indicate an ongoing issue with the cl.158 fleet in low adhesion

conditions.

- Given these incidents, the current sanding equipment cannot be assumed sufficient for Autumn 25 and beyond.
- Urgent procurement of new sanding equipment is required to mitigate the risk of further accidents.
- The Powys collision and station overruns highlight a systemic issue rather than isolated incidents, making the urgency unforeseeable but critical.
- SRT is bound by its safety case to minimise fleet risk and must act swiftly.
- The SVRS system must be supplied by August 25, requiring contract award by March 25. Manufacturing takes 7-8 months, making full competitive procedures unfeasible.
- Siemens Mobility is the only provider whose SVRS system has been proven on passenger-services, has previous ROSCO approval, and fully certified.
- An uncertified alternative would take at least 18 mths to implement, making Siemens Mobility the only viable supplier for the 2025 deadline.

(SC Ref:797194)

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

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

Glasgow Sheriff Court

Glasgow

Country

United Kingdom