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Planning

Structural Condition Monitoring System for Lighting Columns

Network Rail Infrastructure Ltd

F04: Periodic indicative notice – utilities

Periodic indicative notice only

Notice identifier: 2022/S 000-020241

Procurement identifier (OCID): ocds-h6vhtk-0355b9

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Section I: Contracting entity

I.1) Name and addresses

Network Rail Infrastructure Ltd

1 Eversholt Street

London

NW1 2DN

Email

alex.jerome@networkrail.co.uk

Telephone

+44 1908781000

Country

United Kingdom

NUTS code

UK - United Kingdom

Internet address(es)

Main address

<https://networkrail.bravosolution.co.uk>

I.3) Communication

Additional information can be obtained from the above-mentioned address

I.6) Main activity

Railway services

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

Structural Condition Monitoring System for Lighting Columns

II.1.2) Main CPV code

- 71700000 - Monitoring and control services

II.1.3) Type of contract

Services

II.1.4) Short description

Network Rail owns around 100,000 lighting columns, a proportion of which must be manually inspected on an annual basis to determine their condition. Network Rail are seeking to understand whether technology can be used to remove the need for time-based manual inspections so that we can move towards remote condition monitoring and a 'plan and prevent' maintenance routing for lighting columns.

The Technical Authority issued a challenge statement addressing this which is detailed below.

Related Challenge Statement: "Provide a Safe and Efficient Method to Enable Non-Destructive Testing of Hidden Metallic Standalone Column"

II.1.6) Information about lots

This contract is divided into lots: No

II.2) Description

II.2.2) Additional CPV code(s)

- 71700000 - Monitoring and control services

II.2.3) Place of performance

NUTS codes

- UK - United Kingdom

II.2.4) Description of the procurement

Network Rail is seeking a remote condition monitoring and decision support tool which can provide the following services/outcomes:

1. Remotely determine the structural performance level of lighting columns and enable informed asset management decision making without the need for physical inspection of the column.
2. Remotely determine the performance status of the luminaire (i.e., whether it is operational or it has failed).
3. Enable communication of real time notifications to persons responsible for asset management for either structural or luminaire failures of the lighting columns.
4. Provide an asset management system utilising modern Geographic Information Systems which includes asset data and asset performance data for lighting columns.
5. Enable data collection and associated data analysis capability for predictive deterioration modelling to inform future business plan interventions.

- Remote condition monitoring and early warning detection of asset failure is required for lighting columns. How can we identify what is normal and abnormal within lighting columns and trigger alerts based on this information?

- How do other asset owners monitor their assets? Can we adopt any effective methods

or techniques from other industries?

- What are the common failure modes for particular material types? What are the risks for these failure modes?

- How can remote condition monitoring findings be easily and clearly communicated to surveyors and asset engineers and give time-framed action recommendations?

Output vision: An inspection methodology and reporting solution that will allow Network Rail to fully understand the condition of its lighting columns with maximum safety, minimum cost, and minimum disruption. The output should enable Surveyors and Asset Engineers to understand the condition and enable them to make time-framed decisions clearly and easily.

Potential Tenderers will need to inform if they have the ability to meet each of the points above in their response.

II.3) Estimated date of publication of contract notice

26 July 2022

Section IV. Procedure

IV.1) Description

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

The procurement is covered by the Government Procurement Agreement: No

Section VI. Complementary information

VI.3) Additional information

Please note any discussions which do occur will cease immediately should a formal competition ultimately be announced. Network Rail is committed to ensuring fairness, openness and transparency, and to following procurement regulations. The Periodic Indicative Notice is issued solely for the purpose of conducting pre-procurement market engagement via a request for information and does not constitute any commitment to undertake any procurement in the future. Interested parties will not be prejudiced by any response or failure to respond to the PIN event and a response to this PIN does not guarantee any invitation to participate in this event or any future procurement.

This PIN does not constitute a call for competition to procure any services, supplies or works mentioned in this PIN and Network Rail will not accept any proposals offered in response to this PIN. Network Rail is not liable for any costs, fees, or expenses incurred by any party in replying to or attending any PIN event. Any procurement of any services, supplies or works by Network Rail will be carried out strictly in accordance with the provisions of the Utilities Contracts Regulations 2016.

Responding to this RFI

Should you wish to respond to this RFI please complete the attached document titled "Structural Condition Monitoring System for Lighting Columns – RFI Submission Template", this can be accessed via the link and instructions below.

1. Follow the link - <https://networkrail.bravosolution.co.uk/web/login.html>
2. From the welcome screen, access the "View Current Opportunities" link and select "Structural Condition Monitoring System for Lighting Columns".

Once completed please send your submission document via email as attachment to alex.jerome@networkrail.co.uk with the email subject " Structural Condition Monitoring System for Lighting Columns RFI". The response deadline for this RFI is the 09.08.2022

Any questions or clarifications in respect of this RFI should be addressed to alex.jerome@networkrail.co.uk