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Contract

## **Transport for Wales Rail Mk4 Rebranding**

Transport for Wales Rail Limited (Utility Buyer)

F06: Contract award notice – utilities

Notice identifier: 2023/S 000-021428

Procurement identifier (OCID): ocds-h6vhtk-036ab6

Published 25 July 2023, 11:19am

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

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

Transport for Wales Rail Limited (Utility Buyer)

3 Llys Cadwyn, Pontypridd

Rhondda Cynon Taf

CF37 4TH

#### **Contact**

Paul M. Peters

#### **Email**

[paulmpeters@omniaprocurement.onmicrosoft.com](mailto:paulmpeters@omniaprocurement.onmicrosoft.com)

#### **Telephone**

+44 7941365603

**Country**

United Kingdom

**NUTS code**

UKL - Wales

**Internet address(es)**

Main address

<http://www.tfwrail.wales>

Buyer's address

[https://www.sell2wales.gov.wales/search/Search\\_AuthProfile.aspx?ID=AA80566](https://www.sell2wales.gov.wales/search/Search_AuthProfile.aspx?ID=AA80566)

**I.2) Information about joint procurement**

The contract is awarded by a central purchasing body

**I.6) Main activity**

Railway services

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## **Section II: Object**

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

#### **II.1.1) Title**

Transport for Wales Rail Mk4 Rebranding

#### **II.1.2) Main CPV code**

- 71311230 - Railway engineering services

#### **II.1.3) Type of contract**

Services

#### **II.1.4) Short description**

The Mk-4 Rolling Stock is a mixture of passenger and driver trailer vehicles. TfWR has purchased the following types:

- Tourist Open End (TOE);
- Tourist Open (TO);
- Tourist Open Disabled (TOD);
- Service Vehicle (SV);
- Premium Open Disabled (POD); and
- Driver Van Trailer (DVT).

The rolling stock was purchased in two (2) tranches:

- Tranche 1 – most recently operated by LNER; and
- Tranche 2 – most recently operated by Grand Central.

The Mk 4 vehicles have been formed into rakes consisting of one of each type of vehicle together with a Class 67 Vehicle.

The current livery of the combined fleet will be mixed and not instantly recognisable as TfWR

operated trains. There are also issues with compliance of the Grand Central fleet with regards to PRM regulations.

In addition to this the LNER vehicles are vinyl wrapped and are already showing signs of aging with a dull appearance, blemishes and breaks in the vinyl.

To address the brand identity and PRM issues TfWR contracted DG8, a rail industrial design consultancy, to facilitate and produce concepts, designs and costings based upon the working groups requirements and compliance with industry standards.

The current re-branding exclude the Class 67 locomotive that is used to haul the Mk-4 Rolling Stock.

TfWR are now seeking a supplier or suppliers that can provide the services stated in the RfP.

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

This contract is divided into lots: No

## **II.2) Description**

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

- 71311230 - Railway engineering services

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

NUTS codes

- UK - United Kingdom

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

The Mk-4 Rolling Stock is a mixture of passenger and driver trailer vehicles that were originally built in 1989 by Metro-Cammell as part of the IC225 fleet operated on the East Coast Mainline. TfWR has purchased the following types:

- Tourist Open End - (TOE);
- Tourist Open - (TO);
- Tourist Open Disabled - (TOD);

- Service Vehicle - (SV);
- Premium Open Disabled – (POD); and
- Driver Van Trailer (DVT).

The rolling stock was purchased in two (2) tranches:

- Tranche 1 – most recently operated by LNER; and
- Tranche 2 – most recently operated by Grand Central.

The Mk 4 vehicles have been formed into rakes consisting of one of each type of vehicle together with a Class 67 Vehicle.

#### Branding and PRM Compliance

The current livery of the combined fleet will be mixed and not instantly recognisable as TfWR operated trains. There are also issues with compliance of the Grand Central fleet with regards to PRM regulations.

In addition to this the LNER vehicles are vinyl wrapped and are already showing signs of aging with a dull appearance, blemishes and breaks in the vinyl.

To address the brand identity and PRM issues TfWR contracted DG8, a rail industrial design consultancy, to facilitate and produce concepts, designs and costings based upon the working groups requirements and compliance with industry standards.

The current re-branding exclude the Class 67 locomotive that is used to haul the Mk-4 Rolling Stock.

### **II.2.5) Award criteria**

Price

### **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**

Open procedure

#### **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: [2022/S 000-026611](#)

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

A contract/lot is awarded: No

### **V.1) Information on non-award**

The contract/lot is not awarded

Other reasons (discontinuation of procedure)

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## **Section VI. Complementary information**

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

See procurement documentation.

(WA Ref:133502)

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

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

High Court

Royal Courts of Justice, The Strand

London

WC2A 2LL

Telephone

+44 2079477501

Country

United Kingdom