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Not applicable

Network Rail Eastern Midland Main Line Electrification Partnership Framework

Network Rail Infrastructure Ltd

F14: Notice for changes or additional information

Notice identifier: 2023/S 000-029689

Procurement identifier (OCID): ocds-h6vhtk-033cc5

Published 9 October 2023, 1:31pm

Section I: Contracting authority/entity

I.1) Name and addresses

Network Rail Infrastructure Ltd

Waterloo General Offices

London

SE1 8SW

Email

megan.stirrup@networkrail.co.uk

Telephone

+44 1908781000

Country

United Kingdom

Region code

UK - United Kingdom

Internet address(es)

Main address

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

Buyer's address

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

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

Network Rail Eastern Midland Main Line Electrification Partnership Framework

Reference number

2023/S 000-029555

II.1.2) Main CPV code

- 45000000 - Construction work

II.1.3) Type of contract

Works

II.1.4) Short description

Network Rail (NR) intends to select suppliers to the Midland Main Line Electrification (MMLE) Partnership Framework for an initial term of 5 years with the option to extend in yearly increments up to a further 5 years.

The MMLE programme will extend electric operation on the MML through to Nottingham and Sheffield. To help realise early electrification benefits, Route Section 1 (between Market Harborough to Wigston South) has been delivered separately from the remaining route sections as a continuation of the existing programme.

The scope of this procurement is for the next stage of the electrification between Wigston and Nottingham out to Sheffield.

One key MMLE objective is 'delivery on spend per single track kilometre (£/STK) target'. The recently commissioned London to Corby electrification was delivered at a rate of £3.7m per STK with the application of SPEED principles. The next stage of electrification is committed to achieving a rate of £2.5m per STK through collective delivery of the MMLE objectives, using of the partnering arrangements.

The Framework shall be split into the 4 work disciplines across the following delivery lots: Lot 1 - Power & Distribution; Lot 2 - Structures & Civils; Lot 3 - OLE & Integration; Lot 4 - Signalling & Telecoms. There will be 1 Partner plus up to 2 pre-qualified reserve suppliers appointed to Lots 1, 2, 3 & 4. Reserve suppliers have been included to achieve appropriate resilience in delivery and to ensure business contingency. It is intended that

reserve suppliers are not awarded a framework in the first instance, but should a framework supplier become insolvent, fall below required performance levels or other such event, then a reserve supplier would be engaged. The detail of this process will be confirmed at the ITT stage of the procurement.

Tenderers may bid for any number of lots, and be awarded on a maximum of 2 different lots.

The Partnership Framework includes a performance-based incentive mechanism to achieve the target STK rate and other MMLE objectives, including health and safety, decarbonisation and social value. Partners will be incentivised both individually and collectively.

There will be an opportunity to comment on the contractual documentation at the ITT stage of the procurement. NR will determine which, if any, changes should result in revisions to the Framework based on the objective merit of the proposed changes. The contractual documentation will not be subject to negotiation. Any negotiations will relate to the price element only. Participants will have an opportunity to update their tenders following negotiations.

Please note, that the value ranges of each Lot and total estimated value included in this contract notice are indicative only. Despite the £1.2 billion figure included in section II.1.5, NR currently has internal governance approval for a framework value of £950 million (associated with the main elements of the MMLE works as currently envisaged). The higher value included in this contract notice is not an absolute cap but is indicative of the potential level to which the original budget could increase if additional works and services to that which is currently envisaged, are required. All values are estimates only, and the final values will depend on the precise works and services required to be delivered, the means of delivery, the way in which projects and project risks materialise, the actual rates of inflation up to completion of the programme, and other factors. As such, they are not guaranteed and do not act as a minimum or maximum work value for the programme nor a guarantee as to volume.

Section VI. Complementary information

VI.6) Original notice reference

Notice number: [2023/S 000-029555](#)

Section VII. Changes

VII.1) Information to be changed or added

VII.1.2) Text to be corrected in the original notice

Section number

II.2.6

Lot No

2

Instead of

Text

Value excluding VAT: £3,400,000,000

Read

Text

Value excluding VAT: £250,000,000

Section number

II.2.6

Lot No

3

Instead of

Text

Value excluding VAT: £450,000,000

Read

Text

Value excluding VAT: £425,000,000

Section number

II.2.6

Lot No

4

Instead of

Text

Value excluding VAT: £100,000,000

Read

Text

Value excluding VAT: £80,000,000

Section number

II.1.4

Instead of

Text

Network Rail (NR) intends to select suppliers to the Midland Main Line Electrification (MMLE) Partnership Framework for an initial term of 5 years with the option to extend yearly increments up to a further 5 years.

The MMLE programme will extend electric operation on the MML through to Nottingham and Sheffield. To help realise early electrification benefits Route Section (between Market Harborough to Wigston South) has been delivered separately from the remaining route sections as a continuation of the existing programme. The scope of this procurement is for the next stage of the electrification between Wigston and Nottingham out to Sheffield. The values for each Lot are estimates only. As such, they are not guaranteed and do not act as a minimum or maximum work value for the programme nor a guarantee as to volume.

One key MMLE objective is 'delivery on spend per single track kilometre (£/STK) target'. The recently commissioned London to Corby electrification was delivered at a rate of £3.7m per STK with the application of SPEED principles. The next stage of electrification is targeted to deliver £2.5m per STK. This programme focuses on challenging and driving down the STK rate. Details of all the MMLE objectives can be found in the Strategic Brief.

The Framework shall be split into the 4 work disciplines across the following delivery lots: Lot 1 – Power & Distribution; Lot 2 – Structures & Civils; Lot 3 – OLE & Integration; Lot 4 –

Signalling & Telecoms. The values for each Lot are estimates only. As such, they are not guaranteed and do not act as a minimum or maximum work value for the programme nor a guarantee as to volume. There will be 1 Partner plus 2 pre-qualified reserve suppliers appointed to Lots 1, 2, 3 & 4 on the framework. Reserve suppliers have been included to achieve appropriate resilience in delivery and to ensure business contingency. Tenderers may bid for any number of lots, and be awarded on a maximum of 2 different lots.

The Partnership Framework includes a performance-based incentive mechanism to drive the STK rate and achieve the other MMLE objectives, including health and safety, decarbonisation and social value. Partners will be incentivised both individually and collectively.

There will be an opportunity to comment on the contractual documentation. NR will determine which, if any, changes should result in revisions to the Framework based on the objective merit of the proposed changes. Further detail is set out in the Instructions to Participants. The contractual documentation will not be subject to negotiation. The negotiations will relate to the price element only. Participants will have an opportunity to update their tenders following negotiations. Initial Tenders will be evaluated but feedback will not be shared with participants. Only feedback on Final Tenders will be shared.

Please note, that the value ranges of each Lot in the Instructions to Participants are indicative only. Similarly, whilst the Contract Notice states a Framework value cap of £1.2bn, NR currently has internal governance approval for a Framework value of £950 million (associated with the main elements of the MMLE works as currently envisaged). The higher value included in the Contract Notice is not an absolute cap but is indicative of the potential level to which the original budget could increase if additional works and services to that which is currently envisaged, are required. All values are estimates only, and the final values will depend on the precise works and services required to be delivered, the means of delivery, the way in which projects and project risks materialise, the actual rates of inflation up to completion of the programme, and other factors.

Read

Text

Network Rail (NR) intends to select suppliers to the Midland Main Line Electrification (MMLE) Partnership Framework for an initial term of 5 years with the option to extend in yearly increments up to a further 5 years.

The MMLE programme will extend electric operation on the MML through to Nottingham and Sheffield. To help realise early electrification benefits, Route Section 1 (between Market Harborough to Wigston South) has been delivered separately from the remaining route sections as a continuation of the existing programme.

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The Framework shall be split into the 4 work disciplines across the following delivery lots: Lot 1 - Power & Distribution; Lot 2 - Structures & Civils; Lot 3 - OLE & Integration; Lot 4 - Signalling & Telecoms. There will be 1 Partner plus up to 2 pre-qualified reserve suppliers appointed to Lots 1, 2, 3 & 4. Reserve suppliers have been included to achieve appropriate resilience in delivery and to ensure business contingency. It is intended that reserve suppliers are not awarded a framework in the first instance, but should a framework supplier become insolvent, fall below required performance levels or other such event, then a reserve supplier would be engaged. The detail of this process will be confirmed at the ITT stage of the procurement.

Tenderers may bid for any number of lots, and be awarded on a maximum of 2 different lots.

The Partnership Framework includes a performance-based incentive mechanism to achieve the target STK rate and other MMLE objectives, including health and safety, decarbonisation and social value. Partners will be incentivised both individually and collectively.

There will be an opportunity to comment on the contractual documentation at the ITT stage of the procurement. NR will determine which, if any, changes should result in revisions to the Framework based on the objective merit of the proposed changes. The contractual documentation will not be subject to negotiation. Any negotiations will relate to the price element only. Participants will have an opportunity to update their tenders following negotiations.

Please note, that the value ranges of each Lot and total estimated value included in this contract notice are indicative only. Despite the £1.2 billion figure included in section II.1.5, NR currently has internal governance approval for a framework value of £950 million (associated with the main elements of the MMLE works as currently envisaged). The higher value included in this contract notice is not an absolute cap but is indicative of the potential level to which the original budget could increase if additional works and services to that which is currently envisaged, are required. All values are estimates only, and the final values will depend on the precise works and services required to be delivered, the means of delivery, the way in which projects and project risks materialise, the actual rates of inflation up to completion of the programme, and other factors. As such, they are not

guaranteed and do not act as a minimum or maximum work value for the programme nor a guarantee as to volume.

VII.2) Other additional information

The short description and values for the Lots in the contract notice published on 6th October 2023 have been updated in this corrigendum to align with the figures included in the PQQ Instructions. The value included for Lot 2 in the contract notice contained an additional 0 by mistake. This typo has been corrected and interested organisations should be guided by the estimated Lot values in this Corrigendum (as reflected in the procurement documents) rather than the Contract Notice published on 6th October 2023. If interested organisations have any queries, they should follow the clarification process set out in the Instructions available at <https://www.networkrail.bravosolution.co.uk/>.