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Award

## **IPTIS**

Train Information Systems Ltd

UK5: Transparency notice - Procurement Act 2023 - [view information about notice types](#)

Notice identifier: 2025/S 000-042912

Procurement identifier (OCID): ocds-h6vhtk-0565c2 ([view related notices](#))

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## **Scope**

## **Description**

Extension of previously procured services

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## **Contract 1**

## **Supplier**

- SilverRail

## **Contract value**

- £6,240,000 including VAT

Above the relevant threshold

## **Earliest date the contract will be signed**

5 August 2025

## **Contract dates (estimated)**

- 5 August 2025 to 31 March 2027
- Possible extension to 31 March 2029
- 3 years, 7 months, 27 days

Description of possible extension:

Additional 2 years extension for Services in scope if required.

## **Main procurement category**

Services

## **Options**

The right to additional purchases while the contract is valid.

Minor changes in scope if required

## CPV classifications

- 60200000 - Railway transport services

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## Other information

### Conflicts assessment prepared/revised

Yes

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## Procedure

### Procedure type

Direct award

### Special regime

Utilities

### Direct award justification

Additional or repeat goods, services or works - extension or partial replacement

The IPTIS algorithm has been refined over many years to meet the specific requirements of RDG and SilverRail clients. Due to the complexity of features built around this system, replacing it would disrupt numerous interconnected National Rail services, including the [nationalrail.co.uk](http://nationalrail.co.uk) website. Introducing a new journey planner engine would likely lead to system incompatibilities, which could degrade customer experience, cause outages, and

harm RDG's reputation.

A wide network of over 100 downstream industry organisations-including TOCs and third-party retailers-depend on data feeds generated by IPTIS. Critical systems such as IDMS (Industry Data Management System), the Disruption API, and the Bulletins service all rely on IPTIS data to function effectively. Additionally, the NRE Contact Centre depends on a bespoke interface built on this platform to deliver accurate and timely information to customers.

The interdependencies between these systems are extensive and deeply embedded. Changing the core journey planning engine would trigger cascading technical and operational challenges, requiring significant reengineering of APIs, frontend platforms, and third-party systems. Furthermore, differences in data schemas and endpoints would necessitate broad changes across the ecosystem, some involving data structures originating from IDMS itself.

Given the critical role these services play in RDG's operations and their alignment with mandated directives and stakeholder expectations from the DfT, maintaining continuity and compatibility is essential.

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## Supplier

### SilverRail

- Public Procurement Organisation Number: PWZJ-8174-DHQQ

27 Maiden Ln,

London

WC2E 7JS

United Kingdom

Email: [tim.martin@silverrailtech.com](mailto:tim.martin@silverrailtech.com)

Region: UKI32 - Westminster

Small or medium-sized enterprise (SME): No

Voluntary, community or social enterprise (VCSE): No

Contract 1

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## **Contracting authority**

### **Train Information Systems Ltd**

- Companies House: 08176197

First Floor, North, 1 Puddle Dock,

London

EC4V 3DS

United Kingdom

Email: [procurement@raildeliverygroup.co.uk](mailto:procurement@raildeliverygroup.co.uk)

Region: UKI31 - Camden and City of London

Organisation type: Public authority - sub-central government