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Tender

## Infrastructure Monitoring Core Service

NETWORK RAIL INFRASTRUCTURE LIMITED

UK4: Tender notice - Procurement Act 2023 - [view information about notice types](#)

Notice identifier: 2025/S 000-050635

Procurement identifier (OCID): ocds-h6vhtk-050f71

Published 21 August 2025, 4:20pm

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## Scope

## Reference

project\_42440

## Description

Network Rail (“the Authority”) is procuring an end to end Infrastructure Monitoring (IM) solution to replace its life expired dedicated IM fleet and assure the safe, reliable and efficient operation of the Great Britain rail network. The supplier will provide, operate and maintain the assets, systems and services necessary to capture, process, assure and deliver all required IM data streams to Network Rail’s Enterprise Data Platform, in accordance with relevant Measurement Standards and IM Data Specifications, so that the Authority receives the right data, in full and on time, for use by end customers across Regions and Routes.

The solution may combine dedicated IM rolling stock, in service monitoring (on timetabled passenger or freight services) and, where appropriate on a cost–benefit basis, non train

borne methods (e.g., Road-Rail Vehicle (RRV)), provided all applicable law, policy and standards are met. The supplier will act as Entity in Charge of Maintenance (ECM), manage obsolescence, ensure approvals for operation on the British network, and deliver services against a jointly maintained Joint Operating Plan. Network Rail will not purchase or own the solution assets.

### Core scope of services and outputs

- Data capture & delivery: Provision of 18 IM data streams to the Authority's defined structures/formats (open, non proprietary) and timelines, including urgent reporting for safety critical findings. Data assurance (including ISO 8000 aligned data quality regime), secure handling/retention, and transmission (default use of Network Rail telecoms where suitable) are in scope.
- Operations: Plan, crew and run IM activities in accordance with the Joint Operating Plan (dedicated paths arranged by Network Rail; in service paths orchestrated by the supplier with the relevant TOC/FOC). The solution must minimise non recording mileage and timetable capacity consumption (e.g., by operating closer to line speed) and be resilient to disruption (e.g., recovery runs to protect maximum measurement intervals).
- Maintenance & reliability: Provide serviceable, compliant, calibrated assets/systems designed for reliability, maintainability and ease of operation; hold/maintain necessary licenses/approvals (including ORR requirements) and product acceptance; manage spares, calibration, and certification.
- Continuous improvement & innovation: Deliver ongoing efficiency/performance improvements and proactively stimulate market innovation against Network Rail's future ambitions, using open architectures that mitigate vendor/technology lock in and enable integration of best of breed systems via change control where approved.
- Performance management: Meet a KPI regime covering service reliability, on time delivery, completion rate, data compliance, data quality, user satisfaction, continuous improvement, innovation, social value, safety, and environment/sustainability.
- Mobilisation & transition: Mobilise new solution per tendered plan; as capabilities enter service, Network Rail will decommission the current IM fleet. Supplier support may be requested for advice during transition.

### Minimum data streams in scope

- Rail flaw detection.
- Rail depth.

- Rail surface crack.
- Rail profile (wear).
- Track bed condition (e.g., ballast depth/fouling).
- Structure gauging.
- Platform gauging.
- Track intervals (six foot gauging).
- Ballast profile.
- Track geometry.
- Track imagery (shoulder to shoulder).
- Automated track inspection.
- Static OLE geometry.
- OLE contact wire wear.
- Conductor rail geometry.
- Conductor rail wear.
- Forward facing imagery.
- Communications networks signal strength (e.g., GSM R, public mobile).

#### Standards, compliance and constraints

Data streams must meet the relevant Measurement Standards and Data Specifications (e.g., NR/L2/TRK series, NR/L2/ELP/27325, NR/L2/TRK/3204, NR/L2/TRK/038, etc.), with delivery frequencies adhering to nominal and maximum intervals defined per track section in the Baseline Coverage Requirements. The solution must comply with applicable law and Railway Group Standards, data protection/security requirements, and environmental/sustainability obligations; emissions reduction (e.g., electric where feasible, electro diesel where necessary) is expected.

#### Out of scope

Analysis of data beyond the IM Data Specifications, and the operation, maintenance and disposal of the existing IM fleet.

### **Total value (estimated)**

- £1,500,000,000 excluding VAT
- £1,800,000,000 including VAT

Above the relevant threshold

### **Contract dates (estimated)**

- 1 April 2027 to 31 March 2035
- Possible extension to 31 March 2043
- 16 years

Description of possible extension:

The contract will have an initial term of eight (8) years, with two optional extensions of four (4) years each, allowing for a maximum total duration of sixteen (16) years, plus an additional two (2) years of termination assistance if required.

### **Options**

The right to additional purchases while the contract is valid.

The contract will have an initial term of eight (8) years, with two optional extensions of four (4) years each, allowing for a maximum total duration of sixteen (16) years, plus an additional two (2) years of termination assistance if required. The estimated total contract value, including all options, is approximately £1.5 billion.

Optional elements within the contract include:

Extension Options:

- First extension: up to 4 years
- Second extension: up to 4 years

Extensions will be exercised at Network Rail's discretion, subject to performance, funding availability, and strategic review of technology developments.

Termination Assistance:

- Up to 2 years of continued service and transition support at the end of the contract term to ensure continuity and safe handover.

Service Scope Options:

- Additional data streams beyond the initial 18 specified in the core requirement, to accommodate evolving business needs and technological advancements.
- Increased or decreased network coverage or service frequency, triggered by changes in standards or operational requirements.

Optional processing stages for IM data:

- Stage 1–2: Raw data capture and post-capture interpretation (including near real-time reporting of severe defects).
- Stage 3: Feature identification and fault detection.
- Stage 4–5: Advanced interpretation and analytics for selected data streams. These options allow Network Rail to scale the level of data processing and analytics during the contract term.

Innovation and Technology Roadmap:

- Incorporation of new technologies or methods identified through the supplier's Technology Roadmap, subject to Network Rail approval and contract variation.

Change Control Mechanism:

- A structured process for introducing new capabilities, adjusting service levels, or implementing innovations, supported by a "true-up" pricing mechanism.

## **Main procurement category**

Services

## **CPV classifications**

- 71631470 - Railway-track inspection services
- 50225000 - Railway-track maintenance services
- 34620000 - Rolling stock
- 34621000 - Railway maintenance or service vehicles, and railway freight wagons
- 34611000 - Locomotives
- 50220000 - Repair, maintenance and associated services related to railways and other equipment
- 72222300 - Information technology services
- 71700000 - Monitoring and control services
- 35613000 - Unmanned aerial vehicles
- 71355000 - Surveying services
- 72228000 - Hardware integration consultancy services
- 72225000 - System quality assurance assessment and review services

## **Contract locations**

- UK - United Kingdom

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## **Participation**

## **Legal and financial capacity conditions of participation**

Network Rail is using a Procurement Specific Questionnaire (PSQ) which sets out its Conditions of Participation for this Procurement.

Candidates must confirm they have the legal capacity to perform the contract under the laws of England and Wales, are registered on the Central Digital Platform (CDP), and are not subject to mandatory exclusion grounds or listed on the debarment list. Candidates must also confirm compliance with UK data protection law (UK GDPR) by contract award and provide signed Non-Disclosure and Ethical Walls agreements.

All entities who are relied upon to meet the criteria are required to provide their own up-to-date core information on the Central Digital Platform (CDP).

### **Financial Capacity**

Candidates must demonstrate that they have the financial capacity to perform the contract by meeting the following minimum requirements:

- Financial Health: Completion of the Network Rail Financial and Economic Standing Model and achieving a pass score in accordance with the model's criteria.
- Financial Information: Provision of financial data for the last three years, including Profit & Loss and Balance Sheet figures, to enable assessment of 10 key financial ratios.
- Parent Company Guarantee: Network Rail reserves the right to require a parent company guarantee or alternative form of security.

Please refer to the Instructions to Participants for full details.

## **Technical ability conditions of participation**

Network Rail is using a Procurement Specific Questionnaire (PSQ) which sets out its Conditions of Participation for this Procurement.

Candidates must demonstrate the following technical capabilities to participate in this procurement in accordance with the Procurement Act 2023 including, but not limited to:

### **Relevant Technical Experience**

Provide case studies demonstrating capability in the following areas:

- Data Collection and Processing: Delivery of solutions for collecting, processing, storing, and transmitting infrastructure monitoring data.
- Implementation of New Technology & Rolling Stock: Successful introduction of complex technology & rolling stock into a railway network, including regulatory acceptance and integration.
- Operations and Maintenance: Experience in operating train services and maintaining rolling stock and installed systems.
- Technological Advancement: Evidence of driving innovation, research and development, and integration of advanced technologies (e.g., sensor technologies, integrated solutions).

#### Regulatory Compliance

- Confirmation of holding, or ability to obtain by contract award, a non-passenger operator licence issued by the Office of Rail and Road.

#### Information Security

- Hold ISO 27001 or Cyber Essentials Plus certification or provide evidence of a plan to achieve certification by contract award.
- Where certification is not yet achieved, provide detailed responses to information security control questions.

#### Sustainability and Social Value

- Commitment to Net Zero by 2050, with evidence of Science Based Targets initiative (SBTi) validation.
- Provision of a Carbon Reduction Plan aligned with PPN 01/24, including measurable GHG targets.
- Evidence of a waste hierarchy policy supporting circular economy principles.
- A social value strategy supported by relevant policies (e.g., Living Wage, Diversity & Inclusion) and recent case studies.

#### Modern Slavery Compliance

##### Confirmation of:

- Minimum wage compliance and robust right-to-work checks.

- A published modern slavery policy communicated to all employees.
- Risk assessments, due diligence, and action plans to mitigate modern slavery risks in supply chains.
- Supplier audits and contractual obligations to comply with the Modern Slavery Act 2015.

Please refer to the Instructions to Participants for full details.

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## **Submission**

### **Enquiry deadline**

25 September 2025, 3:00pm

### **Submission type**

Requests to participate

### **Deadline for requests to participate**

9 October 2025, 3:00pm

### **Electronic auction will be used**

Yes

### **Submission address and any special instructions**

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

## **Tenders may be submitted electronically**

Yes

## **Languages that may be used for submission**

English

## **Suppliers to be invited to tender**

5 to 6 suppliers

Selection criteria:

The shortlisting Process (PSQ) will involve an evaluation and a moderation process resulting in an agreed score which will be weighted according to the designated weight of the question as described in the Instructions to Participants document.

It is the intention of Network Rail to select a shortlist of 5 candidates to progress to the Tender Stage. If the 6th placed Participant is within 2% of the fifth placed shortlisted Participant, they will also be invited to the Tender Stage.

In the event that two or more Participants achieve identical total weighted scores, calculated to two decimal places, the Participant with the highest score in the Financial Standing Qualification Assessment shall be ranked higher.

Please refer to the Instructions to Participants for full details.

## **Award decision date (estimated)**

1 March 2027

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## Award criteria

Name	Description	Type	Weighting
Technical Envelope	<p>Technical Evaluation Criteria</p> <p>The high level summary of the tender stage is as follows; the evaluation of each bidder's proposal will focus on the following aspects:</p> <ul style="list-style-type: none"> <li>Compliance with Technical Requirements</li> <li>Assessment of whether the proposed solution meets the specified technical requirements, including: <ul style="list-style-type: none"> <li>Delivery of the required data outputs.</li> <li>Gauging and compatibility of assets with the British railway network.</li> </ul> </li> <li>Operational Delivery Plan</li> <li>Evaluation of the bidder's plan for operating the solution to fulfil service requirements, including: <ul style="list-style-type: none"> <li>An indicative schedule showing when and where services will be operated to meet coverage requirements.</li> <li>Measures to ensure resilience to disruption, enabling continued delivery of required outputs.</li> </ul> </li> <li>Service Introduction Plan</li> <li>Review of the bidder's approach to bringing the solution into</li> </ul>	Quality	75%

Name	Description	Type	Weighting
Commercial Model	<p>service, including:</p> <ul style="list-style-type: none"> <li>The method for generating evidence to support acceptance and approvals.</li> <li>Timelines for when the solution will enter into service. Innovation, Continuous Improvement and Strategic Alignment</li> <li>Evaluation of how the bidder will contribute to the advancement and ongoing enhancement of infrastructure</li> <li>monitoring, including:</li> <li>Proactive stimulation of research and development into new approaches and solutions.</li> <li>Support for the maturation of emerging technologies to enable adoption by Network Rail.</li> <li>Initiatives to drive continuous improvement in the performance of the IM service. Social Value</li> <li>Alignment with Network Rail's corporate strategy, including specific actions to deliver social value, promote environmental sustainability, and operate responsibly.</li> </ul> <p>Further information shall be provided at the Tender Stage to shortlisted participants.</p>	Cost	25%

Name	Description	Type	Weighting
	<p>summary of the commercial envelope is as follow; the envelope will be scored using a Proportional vs Best approach. Final Submission Opportunity After evaluation of the final tender submissions, you will have a further opportunity to refine your commercial bid. You will be notified of your score and will be invited to optionally provide a revised bid within the following parameters:</p> <ul style="list-style-type: none"> <li>• a 15 minute window will be provided in which you can update your bid as many times as you wish (there will be no extension to this time and the window will close after 15 minutes from the time it opens).</li> <li>• your revised bid cannot change by more than 10% of your commercial envelope submission.</li> <li>• any revision to your bid must have no impact on your technical submission which remains as was prior to any revision of your commercial submission. Further information shall be provided at the Tender Stage to shortlisted participants.</li> </ul>		

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## Other information

### Payment terms

#### Payment Structure

- Payments will be made periodically per Network Rail's Railway Period (every 4 weeks).

#### Invoicing and Payment Timelines

- Network Rail will pay valid, undisputed invoices within 28 days of receipt.
- Supplier must flow down prompt payment terms (28 days) to its supply chain.

Please refer to the Procurement Documents for full details.

## Description of risks to contract performance

### Technical & acceptance risks

Product acceptance, approvals and network compatibility. Delay or additional testing arising from rolling stock/system approvals, gauging/compatibility, or changes to acceptance evidence (including “equivalency of testing”) could affect mobilisation and service start. Potential need for timetable/roll out adjustment or staged deployment changes.

Obsolescence and system reliability. Through life obsolescence, calibration drift, or reliability constraints of sensors/platforms could require accelerated replacement, updates or integration of alternate technologies consistent with open architecture requirements.

### Operational & timetable risks

Timetable and network access variability. Changes in the Working Timetable, possessions, late running/off routing, or engineering overruns may prevent planned runs and require recovery paths or re sequencing to protect maximum measurement intervals.

Capacity consumption vs line speed. Where measurement systems require sub line speed operation, increased pathing pressure could affect completion rates and service reliability, requiring plan changes or localised method substitutions (e.g., in service monitoring, non train borne for specific locations).

#### Data, assurance & integration risks

Data specifications and assurance. Evolution of Measurement Standards/Data Specifications, and the ISO aligned data quality regime, may necessitate format/schema changes, new attributes, or assurance enhancements.

Integration dependencies. The Authority's Integration Layer/Enterprise Data Platform is a critical dependency; delays or changes to these enabling services could necessitate interim delivery mechanisms or phasing adjustments to maintain On Time/In Full outputs.

#### Standards, regulatory & policy change

Changes to railway, safety, cyber/data protection or environmental standards, ORR/Group Standards, NR Security Assurance Framework/Vetting, or Procurement transparency requirements could impose material new obligations affecting cost/scope/timescales.

#### Innovation & vendor lock in avoidance

Evolving technology and market innovation. New IM capabilities may become available; conversely, withdrawal of third party components or IPR constraints could require substitution to maintain open, non proprietary delivery and avoid lock in.

#### Supply chain & resourcing risks

TUPE/industrial relations and labour availability. Workforce transfers, competency maintenance, vetting, or industrial action could affect operations, maintenance, or data processing cadence.

Supplier failure/insolvency or critical sub supplier dependency. Concentration risk in specialist IM technologies could impact availability and continuity.

#### Scope, demand & network change

Baseline coverage/frequency changes. Network alterations, standard driven frequency changes, or new customer demand for additional data streams may require scaled coverage or new streams.

Regional deployment efficiencies. To minimise non recording mileage and meet access constraints, depot/stabling changes or asset re basing may be required during term.

## Environmental & extreme events

Emission constraints and environmental performance. Tighter emissions rules or sustainable operations targets could necessitate propulsion/energy changes; severe weather or climate events may disrupt operations or damage assets.

## Information security & privacy

Cybersecurity threats or privacy requirements. New threat vectors, resilience expectations, or privacy requirements may drive security architecture changes, additional controls, or incident response measures.

## Applicable trade agreements

- Government Procurement Agreement (GPA)
- Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP)

## Conflicts assessment prepared/revised

Yes

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## Procedure

### Procedure type

Competitive flexible procedure

## Special regime

Utilities

## **Competitive flexible procedure description**

This procurement will be conducted under the Procurement Act 2023 using the Competitive Flexible Procedure. The process is designed to enable dialogue and negotiation with shortlisted suppliers to achieve the most advantageous tender for Network Rail.

The procedure will consist of the following stages:

### **Participation Stage**

Interested suppliers must complete a Procurement Specific Questionnaire (PSQ) to demonstrate compliance with the conditions of participation, including financial standing, technical capability, and relevant experience. Responses will be assessed against published criteria, and a shortlist of up to five suppliers (plus 1 further candidate if the sixth-ranked supplier is within 2% of the fifth-ranked supplier) will be invited to the Tender Stage.

### **Tender Stage**

Shortlisted suppliers will be invited to submit an initial tender and participate in up to three rounds of technical dialogue and commercial negotiation. These sessions will allow refinement of technical solutions and commercial proposals. Interim submissions may be requested following each round. The stage will conclude with a final tender submission and a final electronic commercial submission.

### **Key Features of the Process**

- Subject to any unforeseen circumstances, the PSQ will be released on 29th August via Network Rail's Bravo Platform.
- A PSQ briefing will be held on 9th September at the Double Tree Hotel, Stadium Way West, Milton Keynes, MK1 1ST. Registration is mandatory for those attending.
- PSQ briefing registration link is in the Bravo opportunity listing titled "Infrastructure Monitoring Core Service".
- All further communications and submissions will be managed via the Bravo Portal.
- Variant tenders will not be permitted.
- Evaluation will be based on the most advantageous tender, considering both technical and commercial criteria.

- Compliance with all pass/fail conditions is mandatory throughout the process.

Please see the Instruction to Participants document which will be released at the Participation Stage for further details of these activities.

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## Documents

### Documents to be provided after the tender notice

All new documents and updates will be published via Bravo throughout the event. Where a stage is in progress, a message shall be sent to all participants within the stage to inform them.

The documents that will be issued as part of the Tender stage to the successful participants may be either confidential in nature or be determined by Tenderers responses:

- Updated Instruction to Participants
- Tender Stage Technical Questions Detailed Scoring Guidance
- Updated Commercial Model Summary
- Technical and Commercial Dialogue Sessions Brief
- Information relating to TUPE

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## Contracting authority

**NETWORK RAIL INFRASTRUCTURE LIMITED**

- Public Procurement Organisation Number: PNZN-9524-VCQJ

Waterloo General Office

London

SE1 8SW

United Kingdom

Contact name: Mark Adams

Email: [mark.adams3@networkrail.co.uk](mailto:mark.adams3@networkrail.co.uk)

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

Region: UKI45 - Lambeth

Organisation type: Public authority - central government