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Tender

London Underground Rolling Stock Disposal Framework

Transport for London

UK4: Tender notice - Procurement Act 2023 - view information about notice types

Notice identifier: 2025/S 000-065959
Procurement identifier (OCID): ocds-h6vhtk-05ad30
Published 16 October 2025, 2:53pm

Changes to notice

This notice has been edited. The previous version is still available.

The full Scope of the services' documents have now been added to this notice as attachment.

Scope

Description

This notice is to inform the market of an upcoming procurement event for the rolling stock disposal framework, which will include services. London Underground (LUL) requires removal via rail and/or road, decommission and disposal of a number of aging rolling stock assets/fleets.

LUL's pipeline of anticipated rolling stock disposal to be awarded through this framework includes: Piccadilly Line 73TS rolling stock (approximately £7m), Bakerloo Line 72TS rolling stock (approximately £3m); and Heavy Haulage Vehicles (HHV) (approximately £1m). It is estimated that the total value of projects on the framework will be approximately £11m. Bakerloo Line upgrade and HHV projects will be subject to relevant future funding approvals.

London Underground has purchased new rolling stock for the Piccadilly Line in order to replace the existing 73TS Fleet and is also currently planning projects to upgrade the Bakerloo Line Upgrade (BLU) which would include replacing the 72TS rolling stock, and further projects looking at updating LUL's fleet of heavy haulage vehicles (HHV). Both the BLU and HHV projects are in the early stages and are subject to London Underground securing the required funding. If these projects proceed the disposals of the rolling stock will be required.

The core scope includes removal of rolling stock from LUL's sites, and transport to an off-site location (provided by the supplier). At the offsite location the rolling stock will be decommissioned by the supplier, this will involve the rolling stock cars being decoupled and hazardous waste contained, removed, and disposed of. Once all hazardous materials have been removed the remaining recyclable material from each car will be removed, weighed, and issued for recycling or re-use. All remaining materials, both hazardous and non-hazardous will then be scrapped as waste. The PLU fleet removal is due to commence for scrapping in early summer 2026 concluding in the late 2027.

The contract is a bespoke Framework Agreement with two lots based on the different methods of haulage/removal (Road and Rail), a maximum of three (3) suppliers are to be selected per each lot. To achieve this, LUL will be conducting a competitive tender for this framework which shall have an initial term of eight (8) years, with an option to extend for further four (4) years based upon acceptable operational and commercial performance as set out in the framework. The maximum framework length will therefore be twelve (12) years.

The framework will include a mini competition procedure (call-off contracts) which will be evaluated on price only for services. Each request for a proposal for the mini competitions will be issued on a batched basis. LUL's expectation is that no more than 5 trains will be included in each batch. Each batch will have a clearly specified collection date and location depending on the haulage/removal requirement. LUL will have control over the required mode of transport when specifying the collection location at request for proposal (call-off) stage. The framework also reserves the right for Direct Award.

The framework also includes a 'scrap value rebate' mechanism under which LUL will receive from the suppliers based on the realised value of the scrap materials - in order to align with Tax guidance from HMRC, the scrap value will be returned to LUL as a separate incoming transaction (rather than offset against the cost of services).

Procurement Overview and Conditions for Participation

This notice is to inform the market of an upcoming procurement and to describe the initial selection process. The Rail Industry Qualification Scheme (RISQS) will be used as a Qualifying Utilities Dynamic Market. Any supplier that is interested in this procurement event is required to be registered and subsequently respond to the Expression of Interest on RISQS via the below link prior to 23rd October 2025:

https://www.risqs.org/

Expressions of interest shall be issued to suppliers registered on RISQS under the following product codes:

• H.G.3.5 - General Business Services and Supplies > Sewage, Refuse, Cleaning and Environmental services > Refuse & Waste Services > Waste Disposal - Non-Hazardous & Non-Toxic > Service

• H.G.3.8 - General Business Services and Supplies > Sewage, Refuse, Cleaning and Environmental services > Refuse & Waste Services > Waste Disposal - Hazardous/Toxic > Service

• H.G.3.2 - General Business Services and Supplies > Sewage, Refuse, Cleaning and Environmental services > Refuse & Waste Services > Recycling > Service

• H.G.3.3 - General Business Services and Supplies > Sewage, Refuse, Cleaning and Environmental services > Refuse & Waste Services > Construction Waste Removal (and scrap clearance) > Service

• E.G.4 - Rail Vehicles > Wagons and Freight Vehicles > Rail Delivery/Collection Vehicles > Dispose

For any questions in relation to this notice please contact DTUPEngagement@tfl.gov.uk quoting, "Rolling Stock Disposal Framework" in the subject.

Commercial tool

Establishes a framework

Total value (estimated)

- £11,000,000 excluding VAT
- £13,200,000 including VAT

Above the relevant threshold

Contract dates (estimated)

- 1 April 2026 to 31 March 2034
- Possible extension to 31 March 2038
- 12 years

Description of possible extension:

Due to the nature of the services and as part of the Utilities exemptions, a Framework duration of the full 8 years has been chosen to ensure that it can be made full use of and with an option of a four (4) year extension is included should the projects / programmes be delayed.

Main procurement category

Services

CPV classifications

- 34610000 - Rail locomotives and tenders
- 34621000 - Railway maintenance or service vehicles, and railway freight wagons

- 50229000 - Demolition of rolling stock
- 90523000 - Toxic waste disposal services except radioactive waste and contaminated soil
- 90530000 - Operation of a refuse site
- 90700000 - Environmental services

Contract locations

- UKI - London

Lot A. Road Removal

Description

The Supplier shall provide the following Services in the scope of removal, decommissioning and/or scrappage of the Designated Rolling Stock:

• Road Services (including the removal of Designated Rolling Stock from the Underground Network; the transportation of Designated Rolling Stock from Company premises by Road);

• Decommissioning Services;

• Scrappage Services;

• Spare Part Recovery Services (where applicable); and

• Onward transfer (where applicable).

Not all of the above services will be required for all Designated Rolling Stock. The nature of the Services will be specified by the Company within the Request Form at mini-competitions stage.

Lot value (estimated)

- £11,000,000 excluding VAT
- £13,200,000 including VAT

Framework lot values may be shared with other lots

Same for all lots

CPV classifications, contract locations and contract dates are shown in the Scope section, because they are the same for all lots.

Lot B. Rail Removal

Description

The Supplier shall provide the following Services in the scope of removal, decommissioning and/or scrappage of the Designated Rolling Stock:

• Rail Services (including the removal of Designated Rolling Stock from the Underground Network; the transportation of Designated Rolling Stock from Company premises by Rail);

• Decommissioning Services;

• Scrappage Services;

• Spare Part Recovery Services (where applicable); and

• Onward transfer (where applicable).

Not all of the above services will be required for all Designated Rolling Stock. The nature of the Services will be specified by the Company within the Request Form at mini-competitions stage.

Lot value (estimated)

- £11,000,000 excluding VAT
- £13,200,000 including VAT

Framework lot values may be shared with other lots

Same for all lots

CPV classifications, contract locations and contract dates are shown in the Scope section, because they are the same for all lots.

Framework

Maximum number of suppliers

6

Maximum percentage fee charged to suppliers

0%

Framework operation description

The London Underground Rolling Stock Removal Framework will establish pricing (framework maximum rates). Mini competition procedure will be used and evaluated on price only.

Award method when using the framework

Either with or without competition

Contracting authorities that may use the framework

Establishing party only

Participation

Particular suitability

Lot A. Road Removal

Lot B. Rail Removal

Small and medium-sized enterprises (SME)

Submission

Submission type

Requests to participate

Tender submission deadline

19 December 2025, 12:00pm

Submission address and any special instructions

Expression of Interest done via RISQS

https://www.risqs.org/

Final tender submission done via Jagger

https://lucpd.bravosolution.co.uk/web/login.html

Tenders may be submitted electronically

Yes

Languages that may be used for submission

English

Award decision date (estimated)

30 March 2026

Award criteria

Name	Description	Type	Weighting
Technical	The Most Advantageous Tender shall be determined using the Price per Quality Point (PQP) methodology. The PQP Methodology calculates a score for each Tender by dividing the Tenders Total Price (£) by its overall Technical score (%).	Quality	50%
Commercial	The Most Advantageous Tender shall be determined using the Price per Quality Point (PQP) methodology. The PQP Methodology calculates a score for each Tender by dividing the Tenders Total Price (£) by its overall Technical score (%).	Price	50%

Other information

Conflicts assessment prepared/revised

Yes

Procedure

Procedure type

Competitive flexible procedure

Dynamic market being used

RISQS

Special regime

Utilities

Competitive flexible procedure description

The Rail Industry Qualification Scheme (RISQS) will be used as a Qualifying Utilities Dynamic Market. Any supplier that is interested in this procurement event is required to be registered and subsequently respond to the Expression of Interest on RISQS prior to 23rd October 2025 to be invited to tender. TfL will contact those suppliers that have expressed an interest and been identified as members of the relevant part of the qualifying utilities dynamic market RISQS with further details of the process.

Justification for not publishing a preliminary market engagement notice

Various market engagement sessions were conduct prior to and during the transitional implementation period of the Procurement Act 2023.

As described in this notice, TfL is exercising the option to issue another call to reconfirm interest via RISQS in good faith to meet the the criteria of a dynamic market and to accommodate new registered suppliers.

Documents

Associated tender documents

Notice.zip

Superseded by Notice2.zip.

Notice2.zip

Full Scope for the services and Conditions of the Contract attached.

Documents to be provided after the tender notice

The Invitation to Tender will be available upon completion of the Expression of Interest and when/if Conditions of Participation are met.

Contracting authority

Transport for London

- Public Procurement Organisation Number: PHMT-6197-NWNZ

5 Endeavour Square

London

E20 1JN

United Kingdom

Email: DTUPEngagement@tfl.gov.uk

Region: UKI41 - Hackney and Newham

Organisation type: Public authority - central government