

**Effluent neutralising, Oil fill & reclaim, Platform lifts, Sanding, Screenwash, Vacuum Plants and various depot equipment**

**Proposed scope of works**

Transport for London and specifically the Depot Maintenance Unit (DMU), intend to offer the following asset maintenance scope to the market. The maintenance is needed to fulfil Statutory, Safety, Health and Environmental requirements for the assets, whilst ensuring the asset availability for use when required by the depot/s.

The tender is proposed as two (2) Lots – as shown in table 1:

Table 1

Lot 1	Lot 2
<ul style="list-style-type: none"> <li>• Oil fill &amp; Reclaim Plant Systems</li> <li>• Sanding Dispensing Plant Systems</li> <li>• Underframe Cleaning Equipment</li> <li>• Effluent Neutralising Systems</li> <li>• Platform Lift Systems</li> <li>• Screenwash Systems</li> <li>• Vacuum Plant Systems</li> </ul>	<ul style="list-style-type: none"> <li>• Train Manipulators and attachments – Railed and Non-Railed</li> <li>• TBM (Train Battery Movers)</li> <li>• Sandite Dispensing Plant Systems</li> <li>• Bogie Tugs</li> <li>• Battery Carts</li> <li>• Lifting Tables</li> <li>• Power pushers</li> </ul>

The Lot structure is proposed to represent the following (see table 2.), as a minimum:

Table 2

<u>Lot 1:</u>
<p>1<sup>st</sup> Line Maintenance to be carried out by the awarded contractor. This covers:</p> <ul style="list-style-type: none"> <li>• Planned Preventative Maintenance (PPM)</li> <li>• Remedial works occurring directly from PPM</li> <li>• Reactive Maintenance i.e. Fault response</li> <li>• Corrective works arising from reactive attendance</li> <li>• Critical spares provision &amp; obsolescence management</li> </ul> <p>Statutory Examinations are not included in the scope but remedial works maybe generated from examinations carried out, that may require completion by the awarded contractor.</p>
<u>Lot 2:</u>
<p>2<sup>nd</sup> Line Maintenance is to be provided by an awarded contractor, resolve faults and procure critical OEM parts, that cannot be done or sourced by the primary maintainer; in this case, the London Underground Limited DMU (Depot Maintenance Unit) DLO (Direct Labour Force).</p> <p>Expected 2<sup>nd</sup> line maintenance will include:</p> <ul style="list-style-type: none"> <li>• Asset specific specialist support and guidance</li> </ul>

- Critical parts/spares provision

The stated assets are located across the following London Underground Train Maintenance depots.

- Cockfosters Depot
- Ealing Common Depot
- Hainault Depot
- Neasden Depot
- Northfields Depot
- Northumberland Park Depot
- West Ruislip Depot
- Stonebridge Park Depot
- Stratford Market Depot
- Upminster Depot
- Waterloo Depot

### **Contract Length**

It is proposed that the awarded contract will be no less than 2 years and no more than 8 years in total.

### **Route to Market**

The estimated whole contract value requires that the tender is issued on OJEU. As such, a Supplier Selection/Qualification Questionnaire (SSQ/SQQ) maybe used, followed by an Invitation to Tender (ITT).

### **Award**

The ITT will be consist of Commercially and Technically weighted questions and will be award to the contractor offering the most economically advantageous tender, best meeting the ITT.

*Please note: The preference is that a single contractor will be awarded both Lots, though TfL is open to the award of individual lots.*