

Annex

C. Procurement of signalling

C1. In this annex we give a more detailed overview of signalling procurement since CP3.

CP3 (2004 to 2009)/CP4 (2009 to 2014)

C2. In 2004, Network Rail developed a new procurement and delivery strategy for signalling projects, establishing five types of workbank. The most relevant to this study are:

- Type A – consisting of large, multi-project programmes of work over several years in a geographical area in which Network Rail took the role of the 'integration contractor' using a hub and spoke model to manage the various contractors; and
- Type B – whereby single, stand-alone projects were competitively tendered amongst Type A and Type C (minor works) framework contractors, with the potential to be tendered across industry.

C3. The Type A framework was awarded in 2006. The suppliers included Westinghouse Rail Systems (WRSL), Signalling Solutions Limited (SSL)¹, W.S. Atkins, Siemens (prior to its acquisition of Invensys/WSRL), Ansaldo, DeltaRail and General Electric Transportation Systems (GETS).

CP4 (2009 to 2014)/CP4 (2014 to 2019)

C4. In CP4, Network Rail established a number of framework agreements for its signalling procurement, differentiated by the value and types of the projects within them. The framework agreements that incorporated signalling work were the:

- Major Signalling Renewals and Enhancements Framework (MaSREF);
- Type C (Minor Works) Framework;
- IP Telecoms Framework; and
- Level Crossings (LX) Framework.

¹ An Alstom and Balfour Beatty joint venture.

C5. The most relevant CP5 framework to this study is the top tier framework, MaSREF. MaSREF brought together workbanks that would previously have been delivered under Type A and Type B contracts. The other frameworks sat below this to deliver more specialised, lower value signalling works and are beyond the scope of this study.

C6. MaSREF lots was awarded in 2011. The anticipated lot values at the time of tender, and successful primary and secondary contractors are set out in the following table:

Table C1. MaSREF lots and appointed suppliers

Lot	Value	Primary award	Secondary award
Scotland	£167m	Invensys	SSL
Central (West)	£391m	Invensys	SSL
Central (East)	£150m	SSL	Invensys
Wales & West	£93m	Invensys	SSL
Great Western (Inner)	£56m	SSL	Invensys
Great Western (Outer)	£197m	SSL	Invensys
Anglia & Kent	£147m	Atkins	SSL
Sussex & Wessex	£206m	Atkins	SSL
Thameslink	-	Invensys	N/A

Source: Network Rail internal documents

CP6 (2019 to 2024)

C7. In CP6, Network Rail further streamlined its procurement approach, changing the number of framework agreements available to suppliers:

- Major Signalling Framework;
- Signalling & Telecoms (S&T) Framework; and
- Minor Signalling Framework.

C8. The most relevant CP6 frameworks to this study are the S&T Framework and Major Signalling Framework, awarded in 2019 and 2020, respectively. The Major Signalling

Framework is the top tier framework for CP6, replacing MaSREF. The anticipated lot values at the time of tender, and successful contractors are set out below:

Table C2. Major Signalling Framework lots and appointed suppliers

Lot	Value	Award
Eastern	£542	Alstom
North West & Central	£63m	Siemens
Scotland	£348m	Siemens
Southern	£312m	Alstom
Wales & Western	£0m	Hitachi-Linbrooke

Source: Network Rail internal documents

C9. The S&T Framework sits below the Major Signalling, incorporating targeted interventions. The anticipated lot values at the time of tender, and successful contractors are set out below:

Table C3. S&T Framework lots and appointed suppliers

Lot	Value	Award
North West & Central	£216m	VolkerRail
Wales	£125m	Siemens
Western	£125m	Colas
Scotland	£291m	Babcock
London North East & East Midlands	£261m	Linbrooke
Anglia, South East & Wessex	£291m	Atkins

Source: Network Rail internal documents