





BITA Intl

PEOPLE WHO KNOW PEOPLE THAT HELP PEOPLE.



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Ireland & UK

RAIL DIVISION
LAUNCH
20.9.23



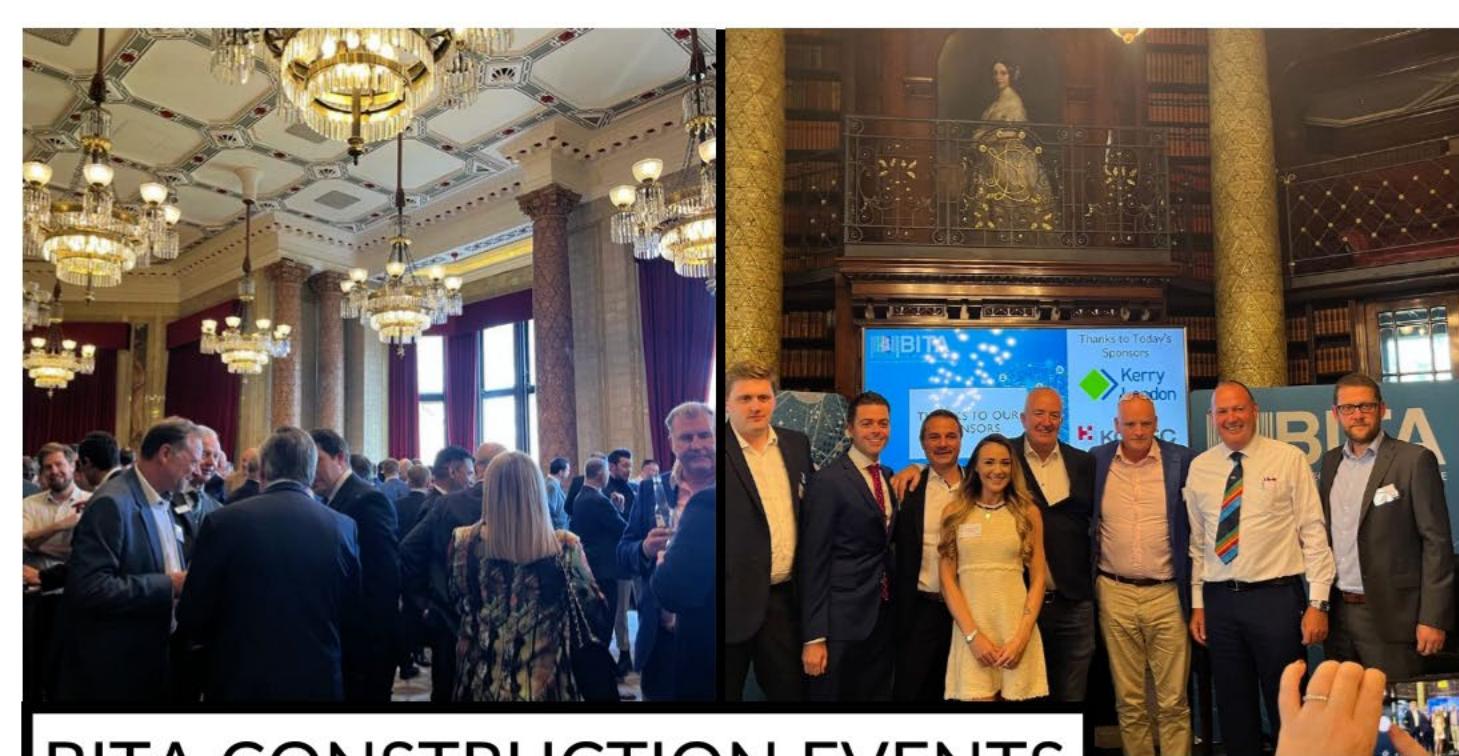
WELCOME FROM
PAUL WHITNELL
BITA PRESIDENT



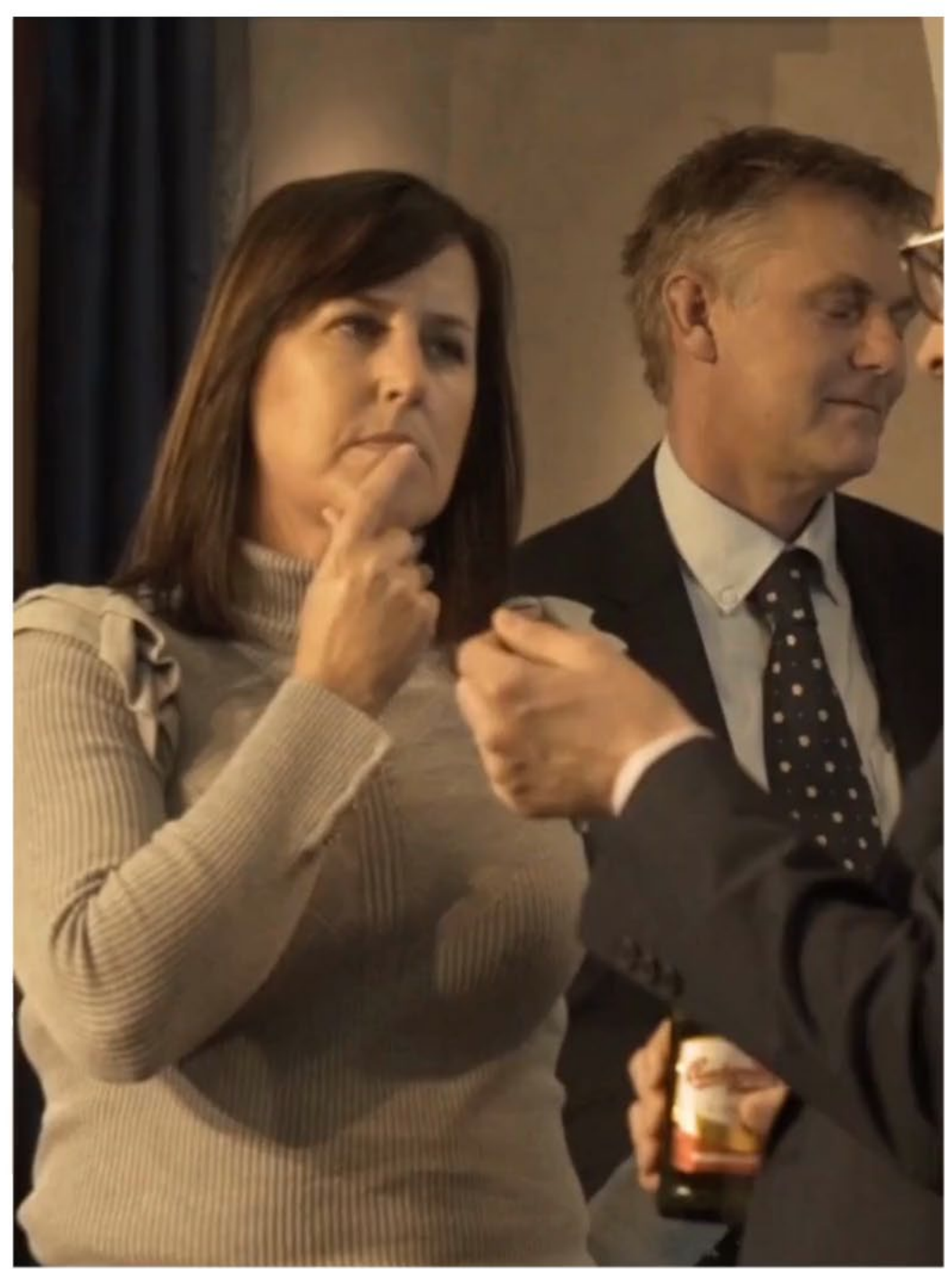
BITA CONSTRUCTION

- Four Construction Networking Lunches per year
- Thriving Construction Community:
 - Creating BITA Supply Chains
 - Successfully lobbying government to address the skills and labour shortage
 - Currently lobbying on tachographs

Over the last 10 years, BITA has created a community for the construction industry, generating work, business growth, and genuine friendships.



BITA CONSTRUCTION EVENTS



BITA RAIL DIVISION

- Sharing better practice
- Sharing capital knowledge
- Providing a platform for lobbying
- Building a network for the Rail Industry, with regular events
- Demonstrating compliance
- Providing frameworks for tendering

The logo for Circet Ireland & UK. It features the word "circet" in a bold, black, sans-serif font. Above the letter "i" in "circet" are three curved lines representing a signal or network. Below "circet" is the text "Ireland & UK" in a smaller, orange, sans-serif font.

circet
Ireland & UK



Construction Networking Lunch

**13th October, Royal
Horseguards Hotel
London**





BITA Awards & Networking Lunch

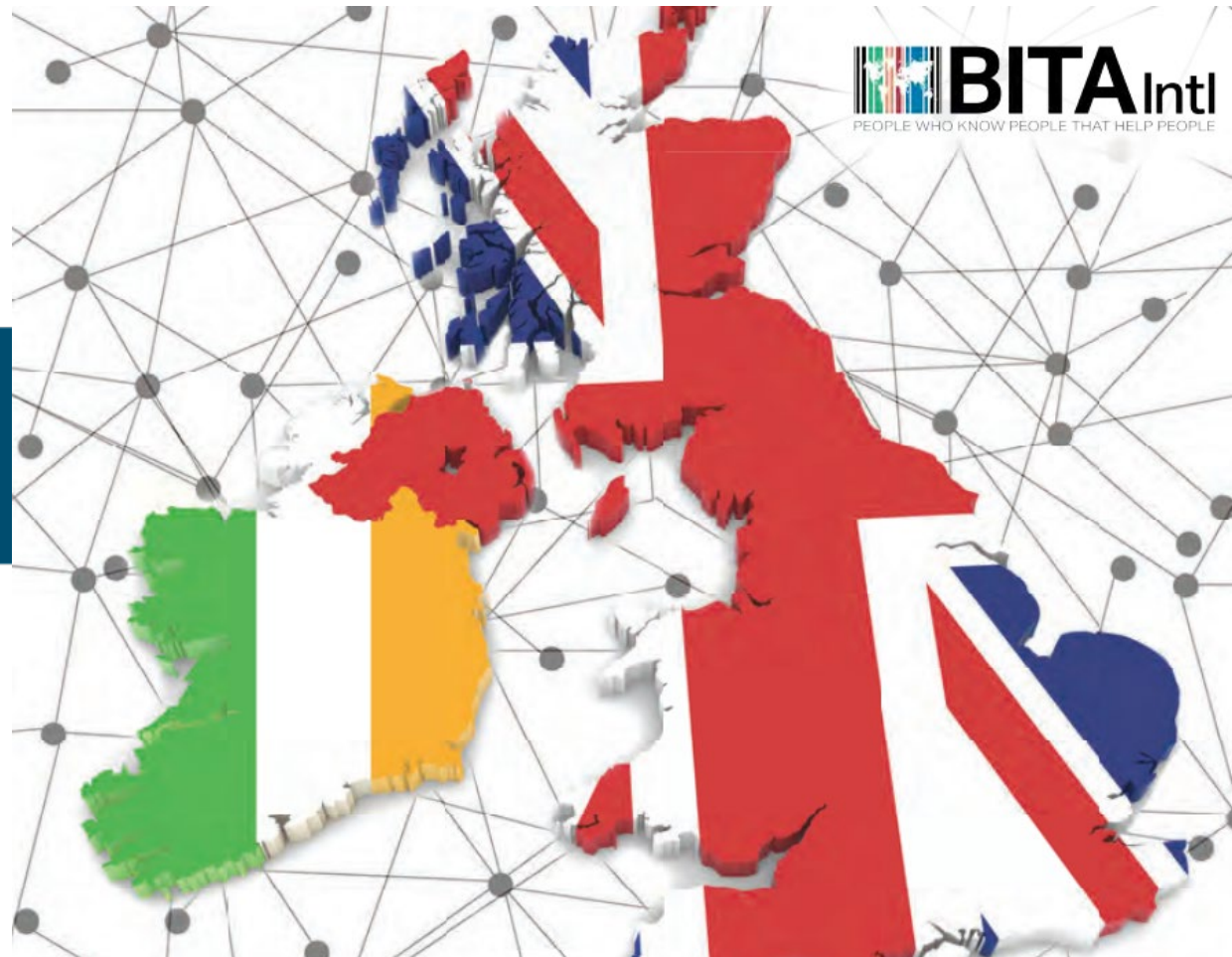
St. Pancras Renaissance Hotel
10th November



Network Rail overview

20th Sept 2023

Simon Morgan & Jeff Davies

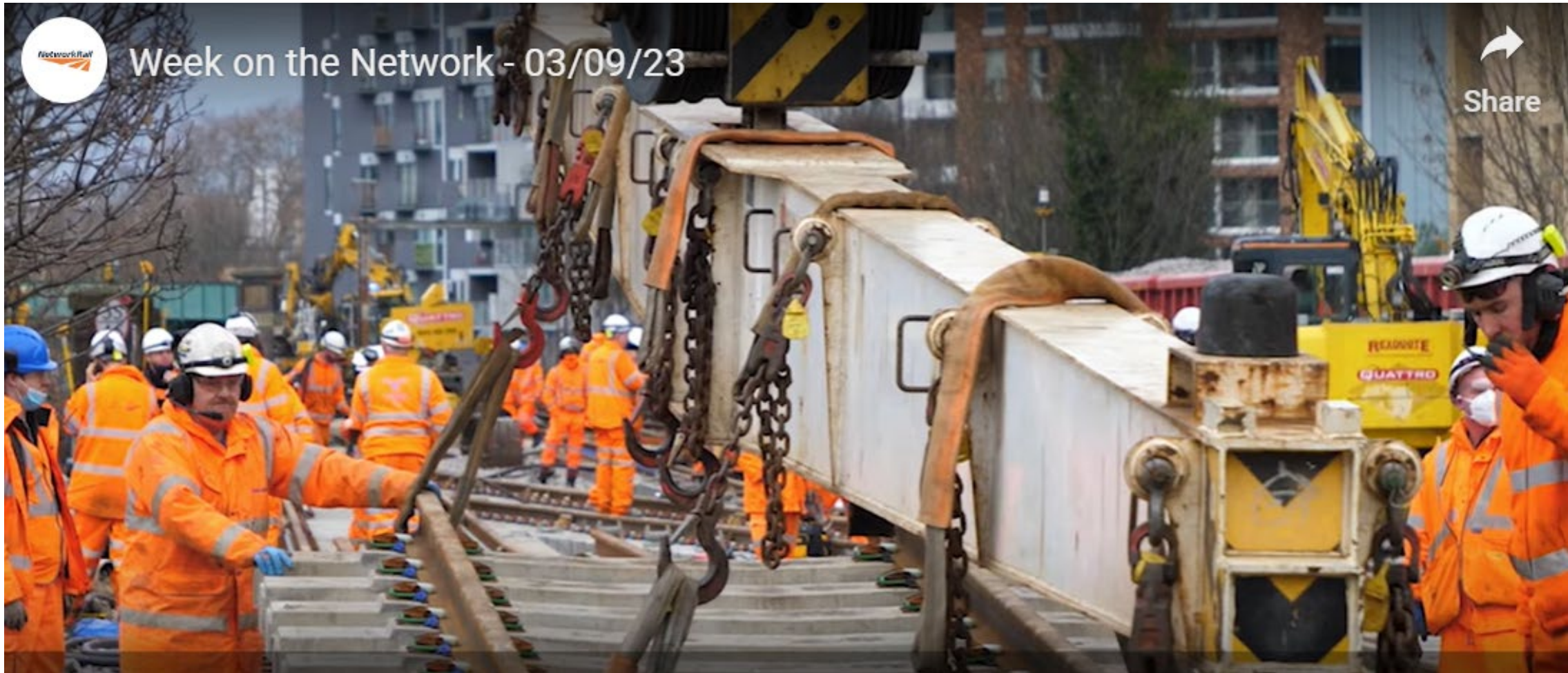


Who is Network Rail and what is our story?



[Our story \(sharepoint.com\)](https://www.networkrail.co.uk/our-story)

What do we do with our supply partners?



[Week on the Network - 03/09/23 - Bing video](#)

What are our plans for CP7?



- Government's commitment to invest £44 billion in the operations, maintenance and renewal of the railway in England & Wales
- Headwinds include; Inflation, aging assets and climate change
- Wise , focussed spending required
- Train service struggling even with less passengers – Adverse TU action
- Aim to bring track and train closer together – work as one operator (GBR)
- Whole industry decision making
- Reduce bureaucracy

What are our safety priorities?

Passenger risk control, our focus should continue to be:

1. Reduce objects on the line
2. Prevent earthwork failures
3. Priority non compliant tasks

Public safety risk control, our focus should continue to be:

1. Level crossing strategy implementation, with focus upon vehicle incursion prevention and controls at footpath crossings
2. Targeting suicide & trespass prevention hot spots

Workforce risk control, our focus should continue to be:

1. Driving forward with reducing fire risk via our Fire Programme
2. Retain our focus on sustaining the legacy of our Safety Task Force and deliver our Route Commitments
3. We focus our health efforts upon respiratory ill health prevention

How do we want to work with our partners?

We are committed to achieving the government target of 33% of our annual expenditure being spent with SMEs.

We've been ahead of target for last five years (currently 36%) and will maintain this throughout Control Period 7.

Following recent SME focus groups and engagement with industry bodies, we have updated our six-point plan to support this goal including:

Engagement

Develop a sourcing guide to assist SMEs, setting out clear escalation routes, providing easily accessible 'how do we...' answers.

Pre-procurement

Establish meaningful pipelines for upcoming activity, simplify pre-qualification questionnaires for new suppliers, and increase early contractor involvement.

Procurement

Reduce use of 'nil value frameworks', and develop simpler procurement processes to follow.

Contract management

Focus on timely payment to suppliers, incentivising Tier 1 (larger) suppliers to employ Tier 2/3 (small and medium) suppliers.

Innovation

Increase use of performance specifications, improving the 'product acceptance' process and establishing 'fast track' for innovation.

Supplier management

Improve supplier management behaviours and incentivise apprenticeships.



CP7 update for BITA

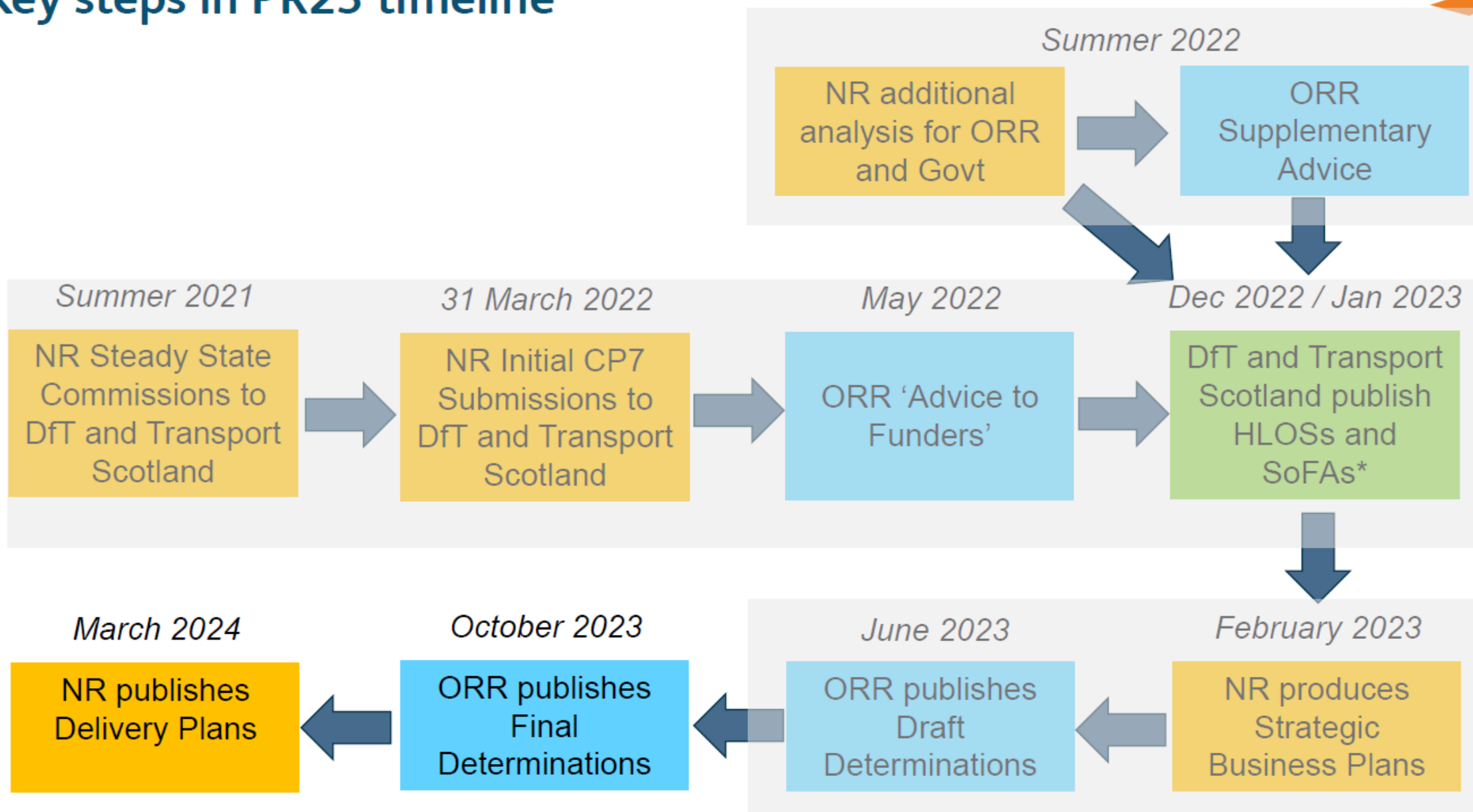


Jeff Davies, Network Rail Planning & Regulation
20 September 2023

Context for Periodic Review 2023

- PR23 is the process to establish for Network Rail:
 - Outputs / regulatory obligations
 - Funding for Operations, Support, Maintenance and Renewals (not enhancements)
 - Access charges and incentives
 - Wider regulatory framework, e.g. monitoring, process for managing change
- CP7 is from 1 April 2024 to 31 March 2029
- Undertaken at a time of great uncertainty, challenge and change for Network Rail and industry
- PR23 based on a 'standalone NR' basis – but close engagement with GBRTT on assumption of future handover of outcomes (funding/output obligations) to GBR

Key steps in PR23 timeline



* High Level Output Specification
Statements of Funds Available

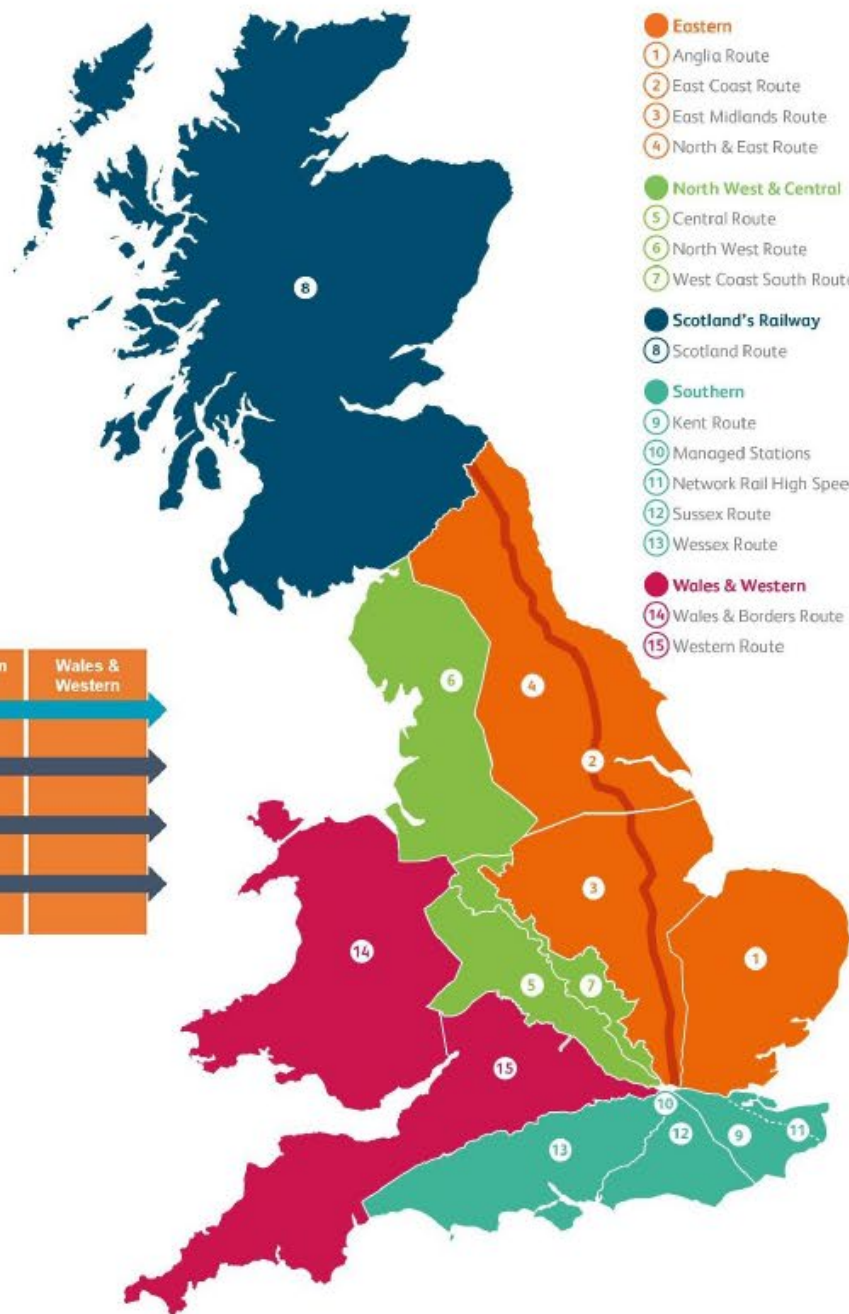
England & Wales SoFA

£billion	OSMR expenditure – cash prices			OSMR expenditure – 2023/24 prices		
	CP6	CP7	CP7 vs. CP6	CP6	CP7	CP7 vs. CP6
SoFA inc. EC4T	37.6	44.1	+6.5	41.9	43.7	+1.8
SoFA exc. EC4T	34.9	40.3	+5.4	39.1	40.0	+0.9
SCOTLAND						
SoFA exc. EC4T	4.3	4.83	+0.53	4.75	4.79	+0.04

- SoFA expressed in cash terms using OBR Nov 22 CPI inflation forecast. Includes EC4T; excludes BTP and various financing costs and GBRTT costs
- The SoFA does not provide for operating, maintaining and renewing the rail infrastructure in a 'steady state' during CP7: the SoFA reflects a constrained level of expenditure

Network Rail Structure

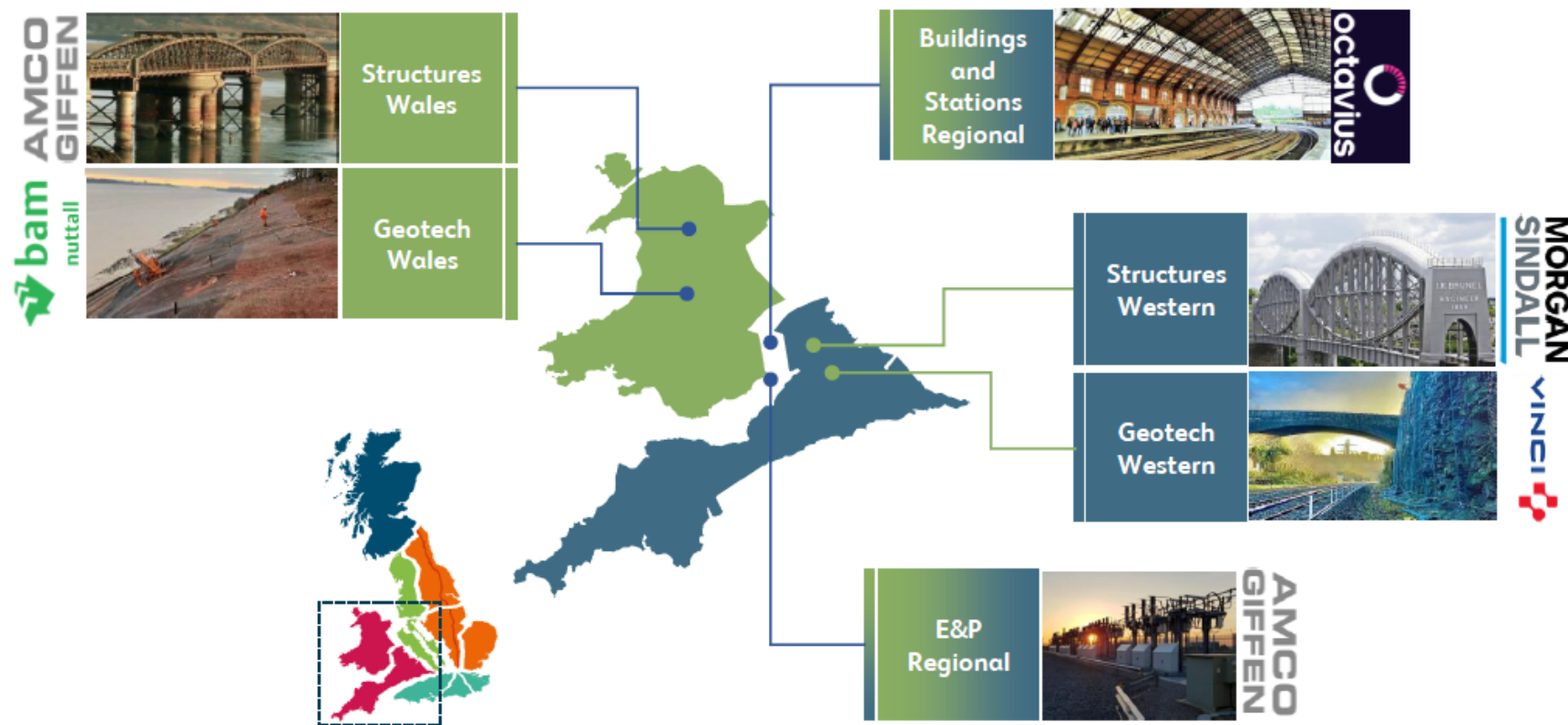
	Eastern	North West & Central	Scotland's Railway	Southern	Wales & Western
Route Services	→				
System Operator (SO)	→				
Technical Authority (TA)	→				
CFO/ HR/ Comms	→				



- Eastern**
 - 1 Anglia Route
 - 2 East Coast Route
 - 3 East Midlands Route
 - 4 North & East Route
- North West & Central**
 - 5 Central Route
 - 6 North West Route
 - 7 West Coast South Route
- Scotland's Railway**
 - 8 Scotland Route
- Southern**
 - 9 Kent Route
 - 10 Managed Stations
 - 11 Network Rail High Speed
 - 12 Sussex Route
 - 13 Wessex Route
- Wales & Western**
 - 14 Wales & Borders Route
 - 15 Western Route

Wales & Western - Intelligent Client

We are already mobilising our business for CP7, making good progress on implementing our flagship efficiencies so we can deliver from 1st April 2024



- Existing
- Track – Colas / AECOM Alliance

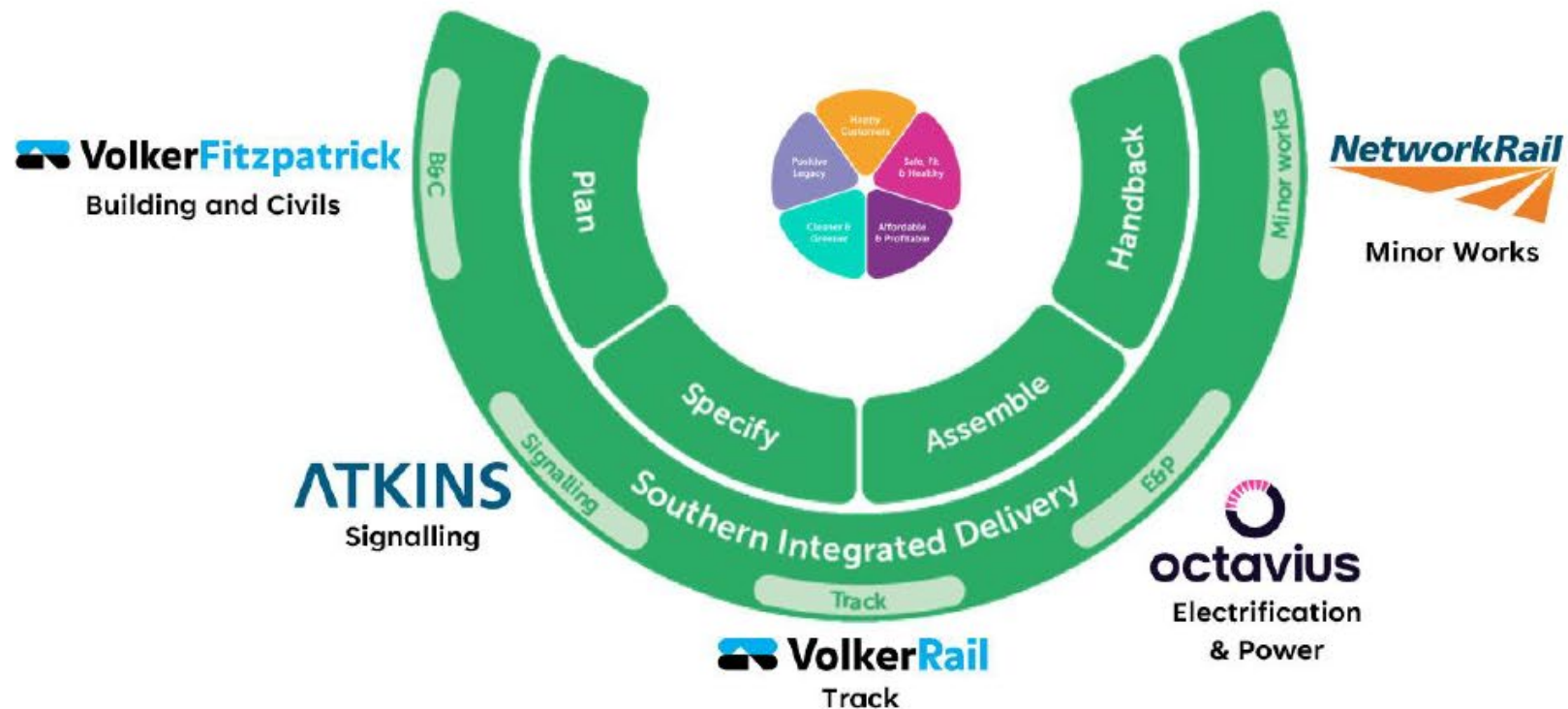
- To follow
- Signalling – National Signalling Market Engagement
 - Telecoms
 - Minor Civils (replacement for BAM/CAM)
 - Vegetation

Southern have awarded a single alliance contract for the delivery of all renewals work in CP7 & 8
Pre-efficient spend is forecast at **£2.4bn for CP7**

In addition to the above we will be looking to use

- TCSF for signalling works that require OEM suppliers
- Minor Works Frameworks (to support NR Minor Works Delivery)
 - B&C – Currently out to tender
 - Telecoms – Procurement not started, existing arrangements remain
 - Track – Procurement not started, existing arrangements remain
 - Signalling – Procurement not started, existing arrangements remain
 - E&P – Procurement not started, existing arrangements remain

NB – Enhancements generally sit outside the scope of SRE



North West and Central - Supply Chain and Procurement strategies

Summary of contracts within CP7 scope

Works Delivery	Renewals	Enhancements
Buildings – Projects	Buildings	Buildings
Buildings – Reactive & Minor works	Structures	Civils Engineering
Civils – Projects	Earthworks	Railway Engineering
Civils – Reactive & Minor works	E&P	
Phase 1 scope		Phase 2 scope

Key contracts out of scope

Framework	Alliance
Signalling	Track
Major / Minor / S&T existing Frameworks	Central Rail Systems Alliance for Renewals
Contract Expiry 2026/27	Contract Expiry 2029

Category Characteristics	Phase 1 Procurement			Phase 2 Procurement
	REACTIVE & MINOR WORKS (Framework Category D)	SMALL PORTFOLIO PROJECTS (Framework Category C)	MEDIUM PORTFOLIO PROJECTS (Framework Category B)	LARGE PORTFOLIO PROJECTS (Framework Category A)
Expected Framework Value	£260m	£350m	£600m	£490m
Project value thresholds	< £100k	£100k <-> £4m	£100k <-> £7m	£7m > £200m
Contract Length (Years)	2 + 1 + 1 + 1	5 + 2	5 + 2	5 + 2
Design & Build Vs Build only	Build	Build	Design & Build	Design & Build
NEC4 Type	Framework: NR29 Based on NEC4 ECSC amended to provide for work via contract orders	Framework: NR30 Orders: NR28 (NEC4 ECSC), and NR26 (NEC4 PSSC)	Framework: NR30 Orders: NR24 (NEC4 ECC) and NR26 (NEC4 PSSC)	Framework: NR30 Orders: NR24 (NEC4 ECC), NR25 (NEC4 PSC) and NR26 (NEC4 PSSC)

Phase 1	Activity	Phase 2
14 June	Publish Procurement Documents	19 June
29 July		28 July
23 September	Pre-Qualification response deadline (PQQ)	22 September
6 December		September
23 May	Notification of Successful Candidates (PQQ)	10 November
May to October		Nov to Jan 2024
From October	ITT publication	February
From January		February
	Tender response deadline	
	Tender Evaluation Period	
	Notification of Decision (ITT)	
	Framework award	

Phase 1 → (points to 2022/2023 activities)

← Phase 2 (points to 2023/2024 activities)

Eastern

This is currently at ITT with submission due 29th September

Level 1 (£'m)			
	Year 1	Years 2-5	Total
Lot 1 Buildings and Civils	20.3	328.1	348.5
Lot 2 Signalling and Telecoms	24.1	188.8	212.9
Lot 3 Contact systems	11.0	64.9	75.9
Lot 4 Distribution & Plant	15.6	127.9	143.5
	71.1	709.7	780.8

Level 2 (£'m)			
	Year 1	Years 2-5	Total
Lot 1 Structures	3.0	30.6	33.7
Lot 1 Geotechnical	2.3	28.4	30.7
Lot 2 Signalling	4.6	20.0	24.6
Lot 2 Telecoms	0.9	3.8	4.7
Lot 3 Contact systems	5.7	13.3	19.0
Lot 4 Distribution & Plant	4.7	28.4	33.1
	21.2	124.5	145.8

Total	92.3	834.2	926.7
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CP7 Civils Framework Summary

Lot A
Minor Civils
Steelwork
£100m

Lot B1
Bridges
Buildings
Structures
£240m

Lot B2
Bridges
Buildings
Structures
£240m

Lot C
Earthworks
Drainage
£320m

PQQ June 2023

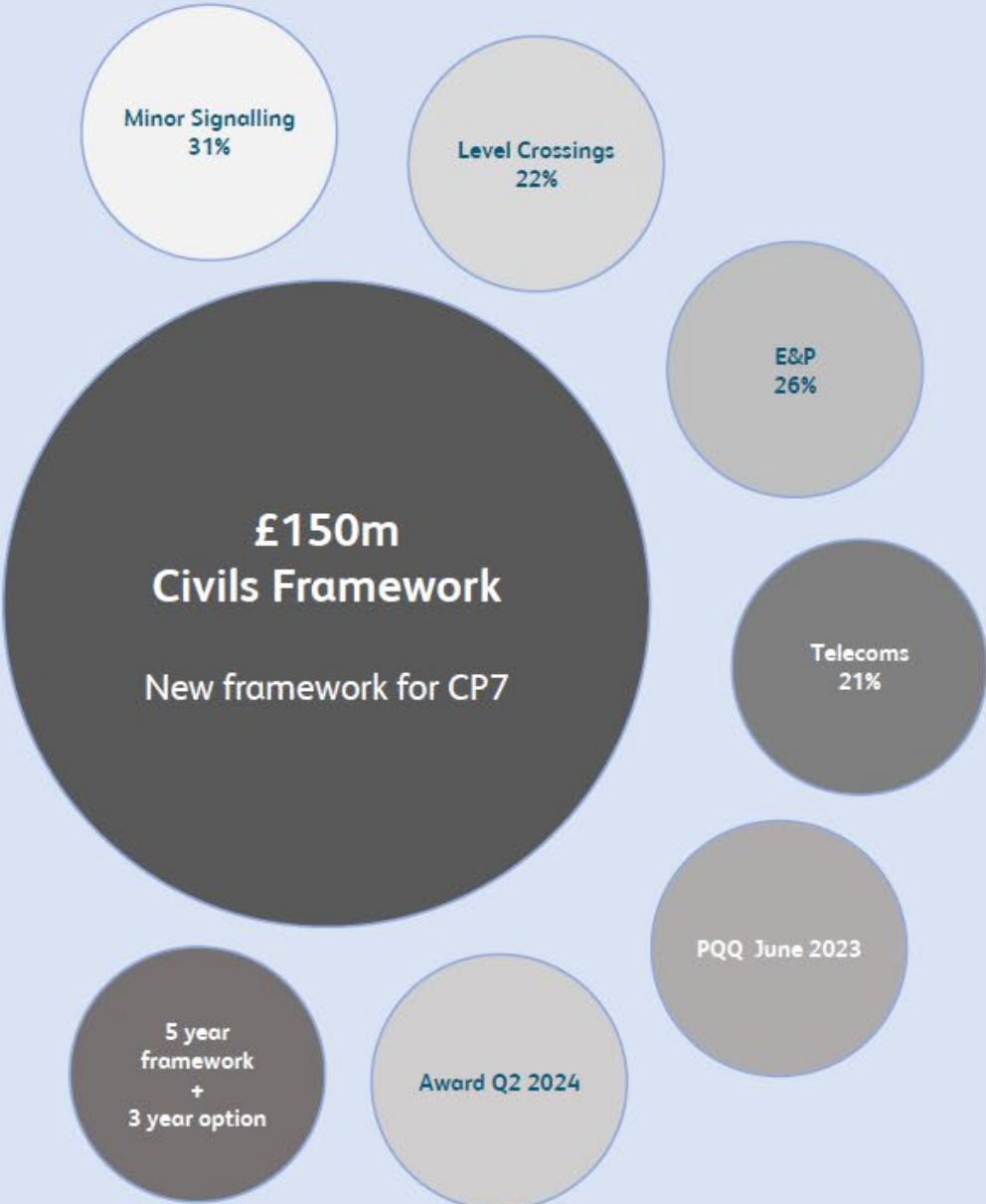
£900m
Civils Framework
Replacing REF Frameworks,
expiring Dec 2025

5 year
framework
+
3 year option

Award Q2 2024



CP7 SP&C Framework Summary





INTRODUCING
PANEL
MODERATOR
DAVID PERROTTON

SIMON MORGAN
NETWORK RAIL




JEFF DAVIES
NETWORK RAIL



RICHARD LOGUE
PSP





Q&A

JOIN BITA TODAY

LIMITED TIME OFFER FOR RAIL DIVISION,
JOIN BITA FOR 25% DISCOUNT:
£490 INSTEAD OF £656 TILL THE END OF
OCTOBER