



### Subway Automatic Train Operation System – award of support contract

**Date of meeting** 28 September 2018

**Date of report** 11 September 2018

#### Report by Senior Director

#### 1. Object of report

To recommend the Partnership approve the award of a contract for the provision of both technical hardware and software support on the existing Subway Automatic Train Operation System (ATO) to Mott MacDonald Limited.

#### 2. Background

The existing rolling stock of Glasgow Subway is fitted with a centralised train control system known as the Automatic Train Operation System. The ATO continuously monitors train and car data providing identification, location and maintenance information of the cars and trains. This existing ATO system of train operation will become redundant and will be removed once the new Unattended Train Operating (UTO) system, being supplied as part of the new rolling stock and system contract by ANSTA, becomes operational.

The existing ATO was commissioned in 2000 and controls the train in automatic mode from each station maintaining the appropriate speed restrictions and applying a braking profile so that the train comes to a stop at the next station, with the signalling system transmitting start and stop commands to the on-board ATO equipment. The provider, Mott MacDonald Limited has provided support to SPT on this system with continual development and improvement of the system since 2000.

SPT has an existing contract with the supplier that is due to expire on 21 November 2018 which includes the option of a further 12 months. In order to align existing system maintenance with the introduction of the new rolling stock and associated UTO signalling systems, the decision was taken not to exercise the 12-month extension option and to enter into contract negotiations with the supplier for a new contract for a four-year period, which is the current estimated time for removal of the existing system.

##### 2.1 Needs summary

This contract is required to provide SPT Glasgow Subway with the technical support required to maintain the ATO system on its legacy equipment through to full decommissioning.

## 2.2 Requirement summary

This contract is required in order to provide the following functions for the current fleet:

- Vehicle mileage calculations, which allows the maintenance to be planned efficiently;
- Continual System monitoring, allowing for any faults to be remedied in real time;
- Provide recommendations for maintenance investigations, based on the data collected through the system;
- Maintenance of 3<sup>rd</sup> Party Software and Licensing;
- Obsolescence and spares support; and
- Advanced technical support.

## 3. Outline of proposals

### 3.1 Scope of service

In order to support the ATO a contract must be in place with a provider who is expert in this obsolete technology.

The main contractual requirements for SPT are:

- Daily remote monitoring, data collection and data entry into system
- Third Party software licence and support
- Resolution of issues
- Helpdesk provision

### 3.2 Procurement process

This requirement value is less than The Utilities Contracts (Scotland) Regulations 2016 threshold, therefore the OJEU rules do not apply. However, the value is above the Procurement Reform Act 2014 threshold, therefore these regulations apply. This requirement is exempt from competition due the proprietary nature of the software as this was designed and installed by Mott MacDonald Limited, and as SPT has decided to continue to use this software till the end of life for the fleet, the procurement route available is to negotiate without competition.

This negotiation process comprised of extensive discussion with Mott MacDonald Limited and resulted in a fully costed proposal with an increased level of maintenance that took into account the age of the equipment and aligned with the introduction of new rolling stock. The supplier proposals were fully scrutinised by the SPT Engineering team. The final negotiated term of the contract is four years with effect from November 2018 for all ATO support. The contract duration will ensure that SPT can continue to operate legacy equipment until the introduction of new rolling stock and control systems. The contract negotiated with Mott MacDonald Limited has resulted in a fixed contact price of £273,431.08 as set out in the following table:

Item	Year 1	Year 2	Year 3	Year 4	Totals
Routine Support	£60,641.54	£62,460.79	£64,334.61	£66,264.65	£253,701.59
Software Licences	£4,715.88	£4,857.36	£5,003.08	£5,153.17	£19,729.49
<b>TOTAL</b>					<b>£273,431.08</b>

#### 4. Conclusion

The existing Subway ATO system support contract is nearing its current end and a new contract requires to be put in place with the existing supplier to continue the reliable and safe operation of this part of the Subway system.

A negotiated approach has been taken with the current supplier and concluded with a proposed cost of £273,431.08 over a four-year period.

#### 5. Partnership action

The Partnership is recommended to approve the award of the ATO contract to Mott MacDonald Limited for the value of £273,431.08.

#### 6. Consequences

Policy consequences	<i>None within this report.</i>
Legal consequences	<i>Regulated procurement required a PCS award notice, post approval.</i>
Financial consequences	<i>The contract costs will be contained within Subway revenue budget.</i>
Personnel consequences	<i>None</i>
Equalities consequences	<i>None</i>
Risk consequences	<i>There is a significant risk of disruption to Subway operations if a support contract for the ATO system is not put in place. A contingency amount is contained within the project budget for any unforeseen remedial work that may be required.</i>

**Name** Charles Hoskins  
**Title** Senior Director

**Name** Gordon MacLennan  
**Title** Chief Executive

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