

Call Off Competition for Emission Testing Services Under Framework Ref K280021593

WP183.2 Motorcycle Emissions

 Testing Programme 2025-26

Petrol powered Motorcycles

L3e - A1, A2 and A3

Contract Reference: K280022805

Schedule 2 – Specification

Driver & Vehicle Standards Agency

Berkeley House

Croydon Street

Bristol

BS5 0DA

1. **Introduction**

The Driver and Vehicle Standards Agency (DVSA), an executive agency of the Department for Transport (DfT), invites proposals for the following requirement that will be met by further competition under the established Framework Agreement for Emission Testing Services (ref K280021593) (“Framework Agreement”).

The resulting call-off contract will be subject to the terms of the Framework Agreement.

The requirement will be met by a single contract.

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| --- | --- | --- |
| **Section Reference No.** | **Outline Description** | **Number of Vehicles** |
| WP183.2 - L3e | Investigation into emissions testing of a 2 wheeled road motorcycle from each L3e classes, A1, A2 and A3. | 10 |

This specification document details the requirements for the provision of Vehicle Emission Testing Programme 2025-26 WP183.2 for Motorcycles. There is no guarantee on the number of tests to be provided, these are anticipated numbers only.

A glossary of acronyms is provided at Annex 1.

1. **Procurement Timetable**

The anticipated procurement timetable is as follows:

|  |  |
| --- | --- |
| **Description** | **Date** |
| Invitation to further competition issued | 15 July 2025 |
| Deadline for receipt of clarifications | 18 July 2025 at 11:00am |
| Target date for responses to clarifications | 22 July 2025 at 16:00pm |
| Deadline for receipt of Tenders (**Tender Deadline**) | 28 July 2025 at 11:00am |
| Evaluation of Tenders | 29 July – 5 August 2025 |
| Notification of contract award decision | 31 July 2025 |
| 10-day standstill period | 1 – 11 August 2025 |
| Confirm contract award | 12 August 2025 |

1. **Background to the Requirement**

Road traffic has a measurable impact on the environment and regulations exist to ensure that this impact is managed in a balanced way that reflects the technology level. In particular the quantities of certain pollutants emitted from the vehicle exhaust are controlled and measures are in place to improve vehicle efficiency with the goal of making carbon savings through reduced CO2 and NOx emission.

DVSA wishes to test a range of vehicles that are representative of the petrol motorcycle fleet currently in use on the roads of Great Britain. These tests are intended to ensure that vehicles meet the standards to which they were approved. They are also intended to establish whether emission control strategies are being used to disguise the real emission performance by causing a particular control response when the vehicle is under test.

This Specification details a laboratory and regulatory emissions test programme that will contribute to the evidence base that the DVSA’s Marker Surveillance Unit (MSU) is developing. Emissions of regulated pollutants will be measured using regulatory procedures in laboratories equipped to conduct regulatory standard emissions testing.

1. **Testing Programme**

The laboratory facilities and test procedures provided under the Framework Agreement shall, unless otherwise stated, meet the technical requirements for type approval; with tests being conducted under conditions that would satisfy type approval requirements.

Vehicle preparation, laboratory requirements, test and assessment processes shall follow the requirements and direction provided by UNECE GTR2 and test to the Euro 5 limits defined in Regulation (EU) No 168/2013 (as amended) for Category L vehicles.

By preference, all vehicle testing is to be conducted at facilities within mainland Great Britain (GB). Where this is not possible export and repatriation costs must be borne by the supplier and contained within the tender.

1. **Vehicle Selection and Provision.**

The vehicles in this programme will be:

L3e - Petrol fuelled road motorcycles with engines certified as meeting Euro 5 requirements

All vehicles will be provided to the Supplier by the DVSA.

The exact subject vehicles will be decided once the programme is awarded and is dependent on availability of suitable vehicles across a broad range of manufacturers and engine configurations.

The aim is to test:

3 x low (A1),

4 x medium (A2),

3 x high (A3), power class.

1. **Vehicle Preparation and Management**

Vehicles assessed in this Programme will, as necessary, be taken from service i.e. they will be used motorcycles and must be expected to be transported and stored uncrated where this is necessary.

The Supplier will,

1. check vehicles upon receipt. DVSA must be notified of any issues within 24 hours of delivery or collection. Where possible, photographs should be taken of any damage.
2. inspect each vehicle to ensure that as far as it is practicable, the vehicle is free from defects and is suitable for testing as specified in the requirements.
3. conduct an OBD scan of the vehicle prior to commencing any work. A record of this inspection and evidence of any faults identified (such as diagnostic reports) should be provided. If defects are present the supplier shall contact the DVSA before proceeding with any further work.
4. record each tyre make, model and condition including location fitted on every vehicle.
5. record the fuel level on delivery.
6. take and store for reference an engine oil and fuel sample from each vehicle.
7. if within the duration of the programme either a recall or service action occur, paused commencement of the testing programme, to enable this action to be conducted will be by arrangement with the responsible person within DVSA.
8. rectify damages. The vehicles under test are hired to, or owned by, DVSA, and must be returned undamaged at the conclusion of their tests. Accidental damage or loss occurring to the vehicles during the time that they are with the supplier will be the responsibility of the supplier and the supplier will be liable for any related charge.

NOTE: Where exhaust modifications are necessary to connect with the CVS equipment these should be made good as far as is practicable.

1. maintain whilst on site: all vehicles are required to be kept in a roadworthy, driveable condition, with battery charged and tyre pressures maintained.
2. provide storage for subject vehicles on site prior to and for the duration of testing, the cost of which should be included in the main schedule. It is open to discussion whether all the vehicles for this programme need to be on site at any time, delivery/collection and testing could be in one load or in batches.
3. in some cases, be required to store vehicles for a period after testing is completed, whilst any additional testing and investigations with the manufacturer are concluded. Storage must be secure with controlled access as vehicles may be evidence in the event of non-compliance. Please supply full details of the storage facilities and services that are available for the extended storage, any costs for this can be included in the pricing schedule in table 2, additional costs.
4. seek confirmation from DVSA in writing that a vehicle can be released before it is handed back to the hire company or other responsible person.
5. **Fuel**

The use of reference fuel for testing as specified in the Regulation shall apply. Please include pricing for fuel change and the cost of reference fuel.

If further supply of reference fuel is required during testing, then the cost for this and any time required to add this to the vehicle should be included in the pricing schedule in table 2 (additional costs).

As per requirement above (see 6F) samples of the original fuel for each vehicle are to be taken and held until satisfactory testing is completed or DVSA have confirmed that they can be disposed of after investigations are completed.

1. **Test specification**
2. A WMTC Type 1 test as per Regulation (EU) No 168/2013 (as amended) referred as the “laboratory standard (cold) test”. Ignition to be left on and followed by
3. A reversed WMTC Test Type 1 test run from warm.

**NOTE:** In the event that a vehicle fails the initial laboratory standard (cold) type 1 test, up to a further two laboratory standard (cold) type 1 tests will be required to be undertaken.

1. Additional testing if required which is likely to be a, or b above.

**NOTE:** Data will be collected on non regulatory pollutants, as such silicone flexible connectors are not to be used for any emissions testing and connections to CVS equipment must be fully metal or from materials that will not affect any monitored emissions.

1. **Insurance and Driver licences**

The supplier is to ensure they have valid insurance for driving the supplied vehicles on the road and all drivers to have the relevant full licence for the category of vehicle that is being driven for the testing.

1. **Site Visits**

Witnessing, DVSA may choose to observe testing, vehicle preparation or any other works which are completed. Testing may also be observed by manufacturers or third parties however, notice will be provided if this is to occur.

If further work is required for a vehicle to be completed, DVSA may ask for manufacturers or third parties to attend the site. Any arrangement of this will be with agreement of all parties.

The Supplier shall arrange upon DVSA’s request, to allow DVSA to review or inspect equipment, facility set-up and procedures, at any point throughout the programme.

1. **Delivery of Results**

A validated test report in conjunction with the test data files should be provided to DVSA within 1 working day of test completion. If tests are aborted or delayed this should be reported to DVSA within 1 working day.

The suppliers shall provide calibration certificates of equipment used for each test (to accompany the standard data pack).

1. **Flexibility**

The successful bidders are expected to be flexible and work closely with DVSA’s MSU as there is likely to be a need for additional testing of vehicles found to be non-compliant.

1. **Timetable and contract period**

The required timetable for completion of testing and delivery of results for each lot is set out below. Where proposals demonstrate that the work package can be delivered more quickly, higher scores may be applied in accordance with the Evaluation Criteria.

|  |  |
| --- | --- |
| **Section Reference No.** | **Deliver By** |
| WP183.2 - L3 | October 2025 |

Should you bid for multiple lots, you must confirm you are able to adhere to all timetables submitted in the event you are awarded all the lots you have tendered for.

Although the services need to be delivered by the dates set out above the contract period will be until 30 June 2026 to allow for any additional testing that may be required under this contract. The contract is expected to commence in August 2025.

1. **Monitoring and reporting of progress**

The successful bidder will provide written progress reports as agreed in a regular catch-up meeting with the DVSA Project Engineer to resolve operational issues which may arise.

The successful bidder will provide DVSA with and keep regularly updated a plan for the proposed testing for all vehicles on each individual program.

The successful bidder will hold bi-monthly progress and performance meetings with DVSA’s Contract Manager where any contractual performance will be discussed.

 The agenda for these bi-monthly progress meetings will include the following as standard:

* Agreement of minutes from previous meeting
* Monitoring of actions
* Progress and performance against work plans
* Performance against agreed costings

Meetings will take place via Microsoft Teams. However, there may be scope for on-site delivery or face-to-face.

1. **Costs & Payment**

Bidders must tender a **Maximum** price for the delivery of each lot with an accompanying breakdown that details how that maximum price is derived. Individual test costs should not exceed those provided as part of your tender for the Framework Agreement. There is also a retest provision included in the pricing schedule (Schedule 4) for each lot. There is no guarantee for this additional retest provision and will only apply should the Authority request additional testing.

In calculating the tendered Maximum Price for each lot, bidders must include a provision for:

1. The entire requirement as outlined in this Specification (schedule 2)
2. For WP183.2, up to 66% of the vehicles to be retested if required
3. Vehicle pre checks
4. Fuel change and supply of sufficient reference fuel
5. Dynamometer load setting (including coast downs)
6. Oil, and fuel samples (including storage)
7. A full set of valid tests for each vehicle
8. Validation/correlation as required during revised WMTC
9. WMTC to be processed in accordance with the applicable regulation level (as specified in the individual vehicle test request)
10. Additional testing as referred to in the specification for each individual lot

The Maximum Price should not include any costs that may be incurred for additional work required should the DVSA request these services, they should be listed in table 2 of the pricing schedule (Schedule 4).

The additional costs you should consider are listed below:

1. Hourly rate for Workshop/technicians/engineers (if different amounts please list separately) for additional support on vehicles outside the testing remit
2. Costs to support manufacturer investigations at your site (a DVSA representative will be present to facilitate this) such as equipment/workshop hire or staff support costs
3. Costs for additional reference fuel/gas, if necessary, per litre and time for dispensing to vehicle if required

The supplier should also include any other additional costs they foresee.

Any additional work activity that may be incurred during testing should be included in table 2 of the pricing schedule (Schedule 4). These charges will not be used to evaluate the bid but will be considered for the total contract value when awarding the contract. There is no guarantee for this additional work and will only apply should the Authority request these services.

Services shall be invoiced and paid monthly in arrears on a “time charge” basis for actual time and materials expended in provision of the service. The invoice shall be accompanied by a statement that details the activity to be charged for in that month.

1. **Tender Requirements**

Bidders must provide separately for each Lot they are tendering:

1. A completed Form of Tender (Schedule 1)
2. A response to DVSA’s Technical factors (Schedule 3)
3. A Completed Pricing Schedule (Schedule 4) that meets the requirement of paragraph 15 above.
4. **Evaluation**

Evaluation will be based on the criteria detailed below that will determine the most economically advantageous tender. The same method will be applied individually to each lot.

Tenders will be evaluated using the following weightings to obtain the optimal balance of quality and cost:

|  |  |  |
| --- | --- | --- |
| Primary Criteria | Weighting | Tender Submission Artefact |
| Qualification  | Pass/Fail | Confirmation that the Supplier has the capability and facilities to test 2 wheeled motorcycles to the revised WMTC. |
| Technical Factor | 40% | Capability, extended storage, and additional testing |
| Price Factor | 60% | Pricing Schedule |

**Qualification Evaluation**

For this tender there will be a mandatory qualification question which is scored as pass/fail. Bidders must confirm that they can test 2 wheeled motorcycles. If a bidder is unable or unwilling to answer “Yes,” their submission will be deemed non-compliant and shall be rejected.

**Technical Evaluation**

Schedule 3 outlines the technical factors for this requirement and the evaluation methodology including the scoring matrix.

**Price Evaluation**

The Percentage Scoring Methodology will be used to evaluate the completed Pricing Schedule (schedule 4) submitted for this requirement.

The Tenderer with the lowest price shall be awarded the Maximum Score Available. The remaining Tenderers shall be awarded a percentage of the Maximum Score Available equal to their price, relative to the lowest price submitted.

The calculation used is the following:

Lowest Price Tendered x Maximum Score Available

Tender price

Example Calculation:

|  |  |  |  |
| --- | --- | --- | --- |
| **Potential Supplier** | Potential Supplier A | Potential Supplier B | Potential Supplier C |
| **Price Submitted** | £1,000 | £2,000 | £2,500 |
| **Score Calculation (Lowest scoring bidder / your bid) x 100** | £1,000 / £1,000 x 100 | £1,000 / £2,000 x 100 | £1,000 / £2,500 x 100 |
| **Score Awarded** | 100% | 50% | 40% |
| **Weighted Score Calculation(Score Awarded x Price Weighting)** | 100 x 0.6  | 50 x 0.6 | 40 x 0.6 |
| **Weighted Price Score** | 60% | 30% | 24% |

The Authority will interrogate the breakdown that each bidder’s Maximum Price and reserves the right to modify the Maximum Price used in this calculation to ensure a consistent like-for-like comparison between tenders.

**Overall Score**

The Technical Factor score and the Pricing Factor score will be combined to identify the bidder who has the highest overall score and thus who has submitted the most economically advantageous tender.

The bidder with the highest overall score, where the bid is deemed compliant, will be awarded the contract.

All bidders will be notified of the outcome.

All communication will be conducted via the Jaggaer e-sourcing system, including notification of the outcome.

**Annex 1**

**Glossary of Acronyms/Terms**

|  |  |
| --- | --- |
| DVSA | Driver and Vehicle Standards Agency |
| MSU | Market Surveillance Unit |
| DfT | Department for Transport |
| VCA | Vehicle Certification Agency |
| The Supplier | The supplying laboratory |
| ECU | Engine Control Unit |
| OBD | On-Board Diagnostic |
| GTR2 | UN Global Technical Regulation No.2 (revised WMTC) |
| WMTC | Revised Worldwide Harmonised Motorcycle Emissions Certification Procedure |