



**Glasgow City Council**

**Contracts and Property Committee**

**Report by Director of Legal and Administration**

**Contact: Maureen Fitzpatrick**

**Ext: 76406**

**Item 4**

**28th February 2026**

**The Provision of Preventative Planned Maintenance and Repair of Vehicles over 7.5 Tonnes (to include: Refuse Collection Vehicles, Gritters, Articulated Units, Ejection Trailers and Hook lifts)**

**Tender Reference:- GCC006353CPU**

**Purpose of Report:**

To submit details of the tenders received for the provision of preventative planned maintenance and repairs for heavy vehicles over 7.5 tonnes and recommend acceptance of the most economically advantageous tender as detailed in this report.

**Recommendations:**

The Contracts and Property Committee is requested to approve the award of a contract for the provision of preventative planned maintenance and repairs for heavy vehicles over 7.5 tonnes to the supplier listed below.

Riverside Truck Rental Limited (trading as NRG Riverside)  
(Companies House Number 3190863)

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes  No  consulted: Yes  No

## **1 Background and Tender**

- 1.1 Glasgow City Council's ("the council's") projected budget for the provision of preventative planned maintenance and repairs for heavy vehicles over 7.5 tonnes is £1,543,321 per annum.
- 1.2 The fleet is a vital component in delivering frontline services to the residents of Glasgow, and for many is the most immediate visual representation of the council's services.
- 1.3 It is a legal requirement, under the Operator Licence regulations, for the council to have an appointed provider for the maintenance of all vehicles in its fleet which have a gross vehicle weight of 3.5 tonnes and above. The majority of the maintenance and repair of the council's 1400 fleet, and fulfilment of this legal requirement, is met via Neighbourhoods Regeneration and Sustainability Services (NRS) at its operational depot at 91 Jessie Street, Glasgow. This contract will support the council to fulfil its Operator Licence requirements for fleet weighing 7.5 tonnes and above.
- 1.4 A commodity team consisting of stakeholders from NRS and the Corporate Procurement Unit (CPU) was formed to develop the sourcing strategy and deliver a new contract.
- 1.5 The services under this contract will include the following:
  - 1.5.1 Preventive planned maintenance, where the supplier will provide everything necessary to keep all vehicles and associated ancillary equipment maintained.
  - 1.5.2 Unscheduled chargeable repair services, that will include but not be limited to body repairs, vehicle spraying, accidental damages and refurbishment work of which the Council reserves the right to utilise this agreement or other agreements available to the Council.
- 1.6 It was agreed that the most appropriate procurement route to deliver this contract would be an invitation to tender under Category 3 (Purchase, repair, maintenance & parts of heavy vehicles) of the council's Dynamic Purchasing System (DPS) for the Purchase, Maintenance and Repair of Heavy Vehicles and Plant, reference GCC003831CPU.
- 1.7 The contract duration is 4 years, commencing on the 1 April 2026 to 31 March 2030.
- 1.8 The Purchase to pay route will be via monthly invoice plans for planned maintenance and for unscheduled repairs this will be via NRS's servitor system until this is replaced by the new Tranman system.
- 1.9 The contract will be utilised by the NRS.

## 2 Evaluation

2.1 All 24 suppliers from Category 3 of the DPS were invited to bid. Of the 24, 12 accessed the tender prior to the closing date and 1 supplier submitted a bid. 1 supplier declined to bid due to the mix of the fleet and 10 did not provide a reason.

2.2 The evaluation was based on the following award criteria and weightings: -

Price	Quality	Quality Sub Criteria
60%	40%	Service Delivery Methodology - 30%
		Sustainability - 5%
		Fair Work Practices (including the Glasgow Living Wage) - 5%

2.3 Bidders were asked to submit costs for the undernoted Price sub criteria which formed part of the commercial evaluation:

- Preventative Planned Maintenance – Commercial weighting 35%
- Unscheduled repairs – Commercial weighting 15%
- Spare parts Discount – Commercial weighting 7.5%
- Early Settlement Discount (applicable for invoice plans relating to Preventative Planned Maintenance) – Commercial weighting 2.5%

2.4 In relation to the preventative planned maintenance cost (35% element above), bidders were provided with details of the vehicle manufacturer, model, and registration number and were required to submit costs per vehicle per annum for each of the four contract years.

2.5 The evaluation score and estimated contract value of the supplier which has been recommended for award is shown in the table below;

Title	Supplier	Total Evaluation Score	Estimated Total Contract Value
The Provision of Preventative Planned Maintenance and Repair of Vehicles	Riverside Truck Rental Ltd (Companies House Number 3190863)	96%	£7,609,569

### **3 Financial Implications**

- 3.1 There are several deliberations that must be considered in relation to the financial aspect of this contract. The commercials consisted of associated cost for preventative planned maintenance for each vehicle over the four years, unscheduled labour rates with projected volumes and spare parts and while there is a 23% increase in price, we are satisfied that it is reasonable and justified based on prevailing market rates, and cost-inflation pressures within the sector as set out below:
- 3.1.1 The increase of 23% is reflective of increases that have taken place over the last four years of the current contract (January 2022 to January 2026) and as identified via the Office of National Statistics. This data shows that the average increase is 25% for the following three key cost drivers:
- 3.1.2 The average wage costs in the industry have increased by 31.30% vehicle parts increased by 10.7% vehicles repairs have increased by 33.00%
- 3.1.3 Due to existing budget pressures and funding availability the ability to expedite funding approval and authorisation for the Council's vehicle replacement and refurbishment program has been delayed, resulting in an aged fleet.
- 3.1.4 The development time to transition to a future vehicle operating model including alternative fueled vehicles.
- 3.2 A Strategic overview of fleet numbers relating to the council's waste service provision and vehicle numbers linked to this contract indicate there will be an opportunity to decrease the spend under this contract via the undernoted activities:
- 3.2.1 Removal and disposal of vehicles from the council's fleet in line with operational requirements.
- 3.2.2 Funded refurbishment plan of some refuse collection vehicles which will entail new bodies and hoists to be fitted which will reduce maintenance costs and downtime whilst also extending the life of the vehicle.
- 3.2.3 Short-term contract hires where economically advantageous, to enable the removal of the most expensive maintained vehicles until new alternative fueled vehicles can be procured.
- 3.4 The contract will be awarded based on the schedule of rates which are fixed for 48 months for preventative planned maintenance charges and 24 months for hourly labour rates for unscheduled repairs.

### **4 Contract implementation and Supplier Management**

- 4.1 NRS will monitor the suppliers' day-to-day operational performance via a robust contract management procedure as set out in the terms and conditions. The CPU will undertake overall contract management.

- 4.2 The outcome of our Contract Management Assessment Tool (CMAT) has deemed this contract to be categorised as requiring a medium level of management. The supplier will be monitored in line with our contract and supplier management process which includes tracking the supplier's performance against the key performance indicators and working collaboratively to identify opportunities for improvement and innovation.
- 4.3 The agreed community benefit outcomes will be monitored via Cenefits which is a web-based monitoring tool. We will also capture sustainable commitments within the CPU Sustainable register.

## 5 Policy and Resource Implications

### Resource Implications:

*Financial:* The estimated annual value is £1,902,392, totaling £7,609,569 over the four-year period of the contract. This will be funded by NRS's revenue budget.

As set out in Section three, the contract has incurred an increase of 23% and will be awarded based on the rates which have been submitted and not the estimated overall contract award value.

*Legal:* The report raises no new legal issues.

The Director of Legal and Administration will be responsible for concluding the contract

*Personnel:* No direct personnel implications.

*Procurement:* Tender via DPS as detailed in paragraph 1.6.

**Council Strategic Plan:** Yes – This contract supports Grand Challenge 3 mission 1.

### Equality and Socio-Economic Impacts:

*What are the potential equality impacts as a result of this report?* An EQIA was not required for this contract as there is no impact.

*Please highlight if the policy/proposal will help* Fair Work First was included as part of the award criteria with a weighting of 5%.

*address socio economic disadvantage.*

The supplier recommended for award, Riverside Truck Rental Limited (trading as NRG Riverside), has confirmed the following Fair Work First policies within its tender submission;

- Payment of at least the Real Living Wage
- Provide appropriate channels for effective workers' voice.
- Investment in workforce development
- No inappropriate use of zero-hour contracts
- Address workplace inequalities, including pay and employment gaps for disabled people, racialised minorities, women and workers aged over 50.
- Offer flexible and friendly family working practices for all workers from day one of employment.
- Oppose the use of fire and rehire practices.

Community Benefits was included as part of the tender process. The supplier recommended for award, Riverside Truck Rental Limited (trading as NRG Riverside), has confirmed the following outcomes should the contract spend reach the threshold's value.

- 3 X New Employee - Full Time Job (non-Priority Group)
- 3 X Apprentice New Start - Part Time (from non-Priority Group)
- 3 X Apprentice New Start - Part Time (from non-Priority Group)
- 6 X Qualifications Achieved
- 4 X Community Engagement - Financial Support - [min. of £1,000]
- 2 X Community Engagement - Non-Financial Support - [min. of 5 hrs.]

**Climate Impacts:**

*Does the proposal support any Climate Plan actions? Please specify:*

Yes – Climate plan Theme 3: Well, Connected and Thriving City is supported via this contract.

*What are the potential climate impacts as a result of this proposal?*

The recommended supplier is committed to supporting the Council in combating climate change and reducing carbon emissions

associated with the vehicles covered under this contract. In alignment with the council's 'A Sustainable City' objectives, they are actively working towards achieving Net Zero by 2030.

All mobile service vehicles used in the provision of services are no older than 3 years and/or Euro VI compliant, ensuring adherence to the current Low Emission Zone (LEZ) requirements within Glasgow, and meeting the highest standards for low-emission operation.

They are transitioning elements of their service fleet to electric vehicles with several of their mobile engineers already operating EVs when attending breakdowns. This shift eliminates tailpipe emissions from these activities and reduces the carbon footprint of reactive maintenance.

Their operational depot is strategically located and will minimise travel distances to the council's listed sites. The average distance to these locations is only 11.52 miles, equating to 20–25 minutes travel time, and none of the sites require more than a 30-mile round trip. This proximity reduces unnecessary vehicle movements, optimise routing, and lowers fuel consumption, directly contributing to reduced CO<sub>2</sub> emissions.

They utilise digital tools such as telematics and remote diagnostics to support and to reduce avoidable travel and extend vehicle life in a sustainable manner and are committed to collaborating with the council to identify further carbon-reduction opportunities throughout contract.

*Will the proposal contribute to Glasgow's net zero carbon target?*

As above.

In addition, the recommended supplier shall focus on reusing spare parts wherever possible and ensure that all waste generated during maintenance activities is managed responsibly and in full compliance with environmental legislation.

**Privacy and Data  
Protection impacts:**

No data protection impacts identified.

**6 Recommendations**

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