

Intercity Express Programme (IEP)

ATOC's view

- The growth in long distance passenger numbers and revenue has been one of the success stories of the privatised rail industry. The Intercity franchises continue to provide key train services which support the economies of the many communities they serve. However, the continued growth of this business is being increasingly constrained by the rolling stock and infrastructure capacity available and the InterCity 125 trains (HSTs), in particular, need to be replaced over the next 5 to 10 years.
- Train operators are involved in the Intercity Express Programme which is being led by the Department for Transport (DfT) to meet these needs. This involvement is important because train operators understand passenger needs, will operate the new rolling stock and want to be able to provide more capacity for intercity travel as it is a growth market.
- Operators have also successfully delivered £5 billion of new trains since privatisation and demonstrated they have the experience and systems to procure, introduce and operate new rolling stock.
- We welcome the overall IEP project objectives and, in particular, recognition of the need to deal with:
 - whole life/whole system costs
 - capacity constraints affecting train operators' ability to meet the needs of their passengers
 - future environmental pressures including those associated with energy sources.
- For this investment to maximise the benefits it delivers and also be cost effectiveness, it is necessary for the IEP project to address each of the following:
 - the needs of all the Intercity routes
 - on-going rolling stock deployment requirements
 - passenger service quality requirements
 - the whole system/whole life cost of trains' introduction and operation, stretching beyond the life of the current franchises
 - the risks that funders carry in terms of the future deployment of the fleet
 - the link between new rolling stock introduction and franchise changes

Train operators are contributing in each area.

- It is vital that the new trains are introduced into service quickly, that they offer a high standard of comfort to the travelling public and are reliable. The rolling stock should be designed to reduce emissions and the costs of delivering the project carefully controlled and minimised using techniques successfully deployed by train operators in recent years.

Background and key issues

- The Intercity Express Programme is designed to provide more seating capacity on long distance routes and replace rolling stock that is coming to the end of its working life. It will create a new design of train that is lighter and more environmentally friendly than current long-distance trains.
- The DfT's stated aspirations for the Intercity Express Programme include:
 - Optimising value for money, taking a long term whole-system approach;
 - Improving passenger capacity and making best use of available route capacity;
 - Ensuring flexibility of train deployment to cater for any future change in use, demand, power and environmental requirements;
 - Delivering a consistent service in terms of the availability and reliability of new trains;
 - Providing for the safety and security of passengers and railway employees;
 - Delivering an environmentally sustainable solution in terms of improved energy efficiency and emissions, and more sustainable construction and maintenance compared to existing High Speed Trains.
- If all planned IEP fleets are deployed, the total capital and maintenance spend over the life of the train contracts could be as much as £7.5bn. Given current problems in the capital markets, raising the capital cost is difficult and therefore may require funding to be staged.
- The Invitation to Tender issued by DfT specified the provision of maintenance and financing of the trains. It was structured to encourage non-ROSCO financiers to participate while not precluding ROSCO participation. The competition was launched in early 2007 and Agility Trains, a consortium involving Hitachi, was announced as Preferred Bidder in February 2009.
- The DfT's intention is that an initial batch of new trains will be introduced on the East Coast Main Line from 2014 to demonstrate the operation of IEP in service. Full production of the fleet will follow on the East Coast and Great Western Main Lines. The programme is for up to 1,400 new vehicles.
- Electricity is the sustainable and desirable energy source for the future and ATOC believes that a programme of electrification of at least the Great Western, Midland Main Line and Trans-Pennine routes should be committed to by Government. ATOC is encouraged by the commitment to commence such a programme on GWML facilitated by the deployment of electric and bi-mode versions of IEP.

Relevant ATOC activity

- ATOC and the train operators are active members of the IEP development team.
- ATOC is providing expertise from its Engineering and Operations Scheme Councils and Production Board to develop attractive and customer focused interior layouts and design, train operations principles, cab design and train door control arrangements and cost effective Performance Regimes.
- East Coast have appointed an IEP Project Director and team to ensure the successful delivery of the pre-series fleet objectives including:
 - Finalisation of a common train design

- Agreed approvals and acceptance processes
- Development of the TOC Safety Management System
- Demonstration of reliability

Key documents/links

- Intercity Express Programme, Summary and Overview - Department of Transport
<http://www.dft.gov.uk/adobepdf/165234/203030/iepsummaryoverviewpdf>
- Shortlist for Intercity Express Programme - Department for Transport
<http://www.dft.gov.uk/pgr/rail/pi/iep/iepsshortlist>
- Press notice announcing appointment of preferred bidder - Department for Transport
<http://nds.coi.gov.uk/environment/fullDetail.asp?ReleaseID=392467&NewsAreaID=2&NavigatedFromDepartment=>

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