

Rolling Stock

ATOC's view

- ATOC's priority is to create more capacity to handle growing numbers of passengers and supports the provision of up to 1400 new coaches for long distance services as well as a provisional 1300 coaches for commuter, local and interurban services.
- The 1300 coaches should be delivered as soon as possible to relieve current overcrowding and further increases in the fleet size will be required in Control Period 5 (2014/2019). Planning and delivery of this has started but the overall numbers are now under review.
- It is essential that associated infrastructure works, including platform lengthening, depot enlargement and berthing sidings, are delivered in time for the introduction of new coaches.
- Train operators should be more closely involved in the specification of new trains and should normally be responsible for their procurement. ATOC welcomes the Department for Transport's (DfT) increased use of train operator expertise in procurement projects such as Super Express and the Thameslink fleet.
- European Technical Specifications for Interoperability (TSIs) are replacing domestic regulations governing the construction and use of rolling stock. These need to recognise the key differences in the British rail network, particularly those relating to the structure gauge. TOCs should be closely involved in the preparation of the TSIs and relevant European and national standards.
- A vehicle refurbishment programme needs to be funded as well as new vehicle build.

Background and key issues

- There are 10,750 passenger coaches in regular use on the national rail network - over 5,000 have been introduced over the last ten years. (These figures exclude charter train operators and London Underground trains working on the national network).
- The average age of the fleet is one of the lowest in Europe, at 15.2 years.
- The Government's strategy up to 2014 as set out in the 2007 White Paper, *Delivering a Sustainable Railway*, is based on tackling the network's capacity challenge. The provision of the 1300 additional coaches that are included in the High Level Output Statement will go some way to achieving that. As at February 2009, the procurement process had started for a total of 743 of those vehicles, 423 of which had been ordered.
- Virtually all rolling stock is owned by train leasing companies (ROSCOs) which are responsible for investing in new trains and carrying out heavy maintenance on them. Intermediate overhauls and light maintenance are carried out by the train operating companies (TOC) or their contractors.
- The Rolling Stock Leasing companies (ROSCOs) have provided funding for all new trains since privatisation, sometimes with Government guarantees providing protection for residual value, thereby reducing the leasing costs during short franchises.

- During 2007/08 the Competition Commission investigated the rolling stock leasing market, found evidence of market constraints and published a provisional decision on remedies in December 2008. This included recommendation that there should be longer franchises and looser franchise specification of rolling stock requirements by DfT.
- TOCs have the expertise to ensure the best deployment and use of rolling stock. This expertise is crucial to improving reliability, reducing costs and to effective planning through the Route Utilisation Strategies.

Relevant ATOC activity

- ATOC's Rail Planning Team has worked closely with DfT in identifying the need for circa. 1300 additional coaches and, through the Route Utilisation Strategies programme, in identifying longer term requirements.
- ATOC's Engineering team has been directly involved in the development of TSIs for passenger rolling stock.
- ATOC Engineering Council leads the cross-industry National Fleet Reliability Improvement (NFRIP) programme to identify and promote best practice. A reduction of 57.5% in fleet delay minutes was achieved in the five years to the end of 2008/09 and further continuous improvement is expected.
- The cross functional Fleet Challenge seeks to achieve a one percentage point improvement in the Passenger Performance Measure (Moving Annual Average) during Control Period 5 (2009/14) through improvements in the performance of the train fleet.
- ATOC Engineering's TOC survey produced a Rolling Stock Carbon Trajectory that informed the DfT's response to the Committee for Climate Change and European Commission.

Key documents/links

- ATOC position paper on Super Express (IEP)
- National Fleet Reliability Improvement Programme, ATOC, December 2007
- ATOC Guide to Vehicle Change, May 2008
- Rolling Stock Leasing Market Provisional Findings, Competition Commission, August 2008
http://www.competition-commission.org.uk/press_rel/2008/dec/pdf/39-08.pdf
- Department for Transport Rolling Stock Plan, January 2008
<http://www.dft.gov.uk/pgr/rail/pi/rollingstock/rollingstockplan>
- National Rail Trends, Office of Rail Regulation
<http://www.rail-reg.gov.uk/server/show/nav.1863>
- Delivering a Sustainable Railway DfT July 2007
<http://www.dft.gov.uk/about/strategy/whitepapers/whitepapercm7176/>

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