































Routes	Power Source	Length	Interior scenario <sup>(1)</sup>	No. of diagrams/ weekday	Full Train Length equivalent
<b>Core Routes</b>					
Pre-series	Electric	Half	Commuter	3	
	Bi-mode	Full <sup>(3)</sup>	Intercity	3	
	Bi-mode	Half	Commuter	4	
ECML (Phase 1) <sup>(2)</sup>	Electric	Full	Intercity	24	24
	Electric	Half	Commuter	13	6.5
	Bi-mode	Full	Intercity	10	10
	Bi-mode	Half	Commuter	12	6
GWML (Phase 1)	Self powered	Full	Interurban	24	24
	Bi-mode	Half	Commuter	38	19
<b>Total</b>					<b>89.5</b>
<b>Other Routes</b>					
WCML (South)	Electric	Half	Commuter	22	11
ECML (Phase 2)	Electric	Half	Commuter	11	5.5
GWML (Phase 2)	Self powered	Full	Intercity Interurban	12 3	15
	Bi-mode	Half	Commuter	3	1.5
Cross Country	Bi-mode	Intermediate (nominal 208m)	Interurban	21	16.8
<b>Total</b>					<b>49.8</b>

**Footnote:**

<sup>(1)</sup> Train interior scenarios are set out in the TTS.

<sup>(2)</sup> This includes the pre-series trains.

<sup>(3)</sup> These may be marginally less than full length in initial service owing to depot constraints.

DfT reserves the right to vary the availability requirements prior to Financial Close by 5% for Tranche 1 and 15% for Tranche 2 in either direction.

In addition, Bidders are required to price the provision of IE train sets for Transport Scotland. Unlike the IE Trains for the Core and Other Routes above, the Transport Scotland requirement is specified in terms of the total number of train sets to be provided, not in terms an availability requirement. The number and type of train sets to be priced for Transport Scotland is set out in the table below.

Routes	Power Source	Length	Interior scenario	No. of IE train sets required
Transport Scotland	Electric	Half	Commuter	4
	Self Powered	Half	Commuter	5
	Bi-mode	Half	Commuter	20

Timings for deployment of the IE Fleets are as set out in the following table:

Routes	Deployment	
	First IE Train Set no earlier than	Last IE Train Set
<b>Core Routes</b>		
ECML PST	January 2013	March 2013 <sup>(1)</sup> May 2013 <sup>(2)</sup> August 2013 <sup>(3)</sup>
ECML (Phase 1) 8 full bi-mode diagrams equivalent	March 2015	October 2015
ECML (Phase 1) balance	March 2015	October 2016
GWML (Phase 1)	April 2016	October 2017
<b>Other Routes</b>	<b>First IE Train Set no earlier than</b>	<b>Last IE Train Set</b>
West Coast Main Line (South)	April 2014	October 2015
ECML (Phase 2)	March 2015	October 2015
Cross Country	April 2016	October 2017
GWML (Phase 2)	September 2017	October 2018
Transport Scotland	February 2015	July 2016

**Footnote:**

To facilitate train introduction the TSP may initially (if required) introduce pre-series in self powered mode only, in the following interim steps with dates as indicated:

- (1) Half length bi-mode train, self powered operation only
- (2) Full length bi-mode train, self powered operation only
- (3) Half length electric train plus bi-modes with electric operation permitted







































































































































































































































































