

**New Cross Country Franchise**

**Invitation to Tender -**

**Clarification**

**15<sup>th</sup> December 2006**

## **SECTION 1: Introduction and Context**

### **1.1 Purpose of this Clarification Document**

This document is issued as an update to Invitation to Tender (ITT) for the New Cross Country franchise. This document is issued on the same basis as the ITT itself.

Paragraph numbers are as used in the ITT. Except where stated the relevant paragraphs of the ITT are replaced in their entirety.

## **SECTION 2: Amended Sections**

### **2.10 Timetable submissions**

Bidders are required to present a submission that clearly shows a complete pathway for every passenger service required by Service Level Commitment 2 (SLC2) and all associated Empty Coaching Stock (ECS) movements required to deliver the passenger train service.

The timetable submissions must be provided in working timetable (WTT) format, using station banks that cover all of the routes contained within the relevant Network Rail Working Timetables, that include all compulsory timing points as listed in the Rules of the Plan (ROTP), and that show linecode and platform allocations at all locations where alternatives exist.

This timetable submission must be supplemented by a supporting commentary, and a complete set of Rolling Stock diagrams that show how Rolling Stock will be deployed to form each of the passenger and ECS trains, and how the Bidder's depot and stabling strategy is designed to operate.

For Saturdays and Sundays (assuming that Bidder is fulfilling the SLC requirement in the same way as for weekdays), a representative standard hour timetable is sufficient. However, full day unit diagrams are required in order to demonstrate, inter alia, that the start up arrangements for Sunday fulfil the SLC requirements. Bidders should also demonstrate the paths they would expect to use for any additional summer weekend services.

For Service Level Commitment 1 (SLC1) it is accepted that most of the timetable planning work will have been undertaken by incumbent TOCs prior to the winning bidder being announced. Bidders should work up and submit unit diagrams for this timetable year - to assist them, provisional diagrams that have been drawn up by CrossCountry Trains Ltd and by Central Trains Ltd for their routes will go on the Data Site shortly. Bidders are of course free to plan to amend/draw up alternative diagrams if they so wish.

-----

#### **3.9.4 Voyager Diesel Electric Multiple Units Leasing and Maintenance**

The CrossCountry Trains Ltd Franchise currently operates a fleet of 78 Voyager units. There are subclasses of these trains as follows:

Class	Traction	Vehicles per Unit	No. of Units	First/Std Capacity
220	Voyagers	4	34	26/160 Seats
221	Super Voyagers (tilt)	5	40	26/220 Seats
221	Super Voyagers (tilt)	4	4	26/160 Seats

The trains are leased by Voyager Leasing Limited and the trains are maintained under a Train Service Agreement by Bombardier Transportation.

#### 3.9.4.1 Interface with West Coast Trains Ltd.

At present two Class 221 units a day are sub-leased from CrossCountry Trains Ltd to West Coast Trains Ltd to operate services between London Euston and North Wales. In order to operate an increased level of service between North Wales, Chester and London as well as the Birmingham - Scotland service, it is intended that West Coast Trains Ltd operate an increased fleet of Voyager Units.

The requirements are as follows

From November 2007 until December 2008

Class	Traction	Vehicles per Unit	No. of Units	First/Std Capacity
221	Super Voyagers (tilt)	5	13	26/220 Seats
221	Super Voyagers (tilt)	4	3	26/160 Seats

From November 2007 until December 2007, the operational timetable is unchanged and therefore the units will be used on the diagrams inherited from the existing CrossCountry Trains Ltd franchise.

From December 2007 until December 2008, the timetable will be changed, with Birmingham - Scotland services becoming self-contained.

From December 2008 onwards

Class	Traction	Vehicles per Unit	No. of Units	First/Std Capacity
221	Super Voyagers (tilt)	5	18	26/220 Seats
221	Super Voyagers (tilt)	4	3	26/160 Seats

#### 3.9.4.2 Bidding Instructions

These bidding instructions are based upon the DfT's proposed position as submitted to Voyager Leasing Limited and Bombardier Transportation UK Ltd following the completion of the re-instatement of the Franchise Agreement for West Coast Trains

Ltd. These agreements have not been finalised with either of the above parties and this guidance may therefore be subject to amendment.

For the Base Case, Bidders must obtain leases and put in place maintenance arrangements for the following:

From November 2007 to December 2008

34 x Class 220 units, 27 x Class 221 (five car) units and 1 x Class 221 (four car) units;

From December 2008 onwards

34 x Class 220 units, 22 x Class 221 (five car) units and 1 x Class 221 (four car) unit:

#### Leases

Bidders should negotiate terms with Voyager Leasing Limited on the basis of the Proposed Lease in the Data Site (item 6.3.1.1).

The lease should be on the basis of the following:

- Re-delivery conditions will be enforced by VVL on CrossCountry Trains Ltd at 11 November 2007 and on the New Cross Country Franchisee in December 2008 with respect to the five further units moving to West Coast Trains Ltd. Lessee protections in the new lease will be consistent with this position;
- The lease will enable the inter-working of the NCC units on services operated by West Coast Trains Ltd (and the reverse will apply in the lease held by West Coast Trains Ltd);
- The lease will operate until 31<sup>st</sup> March 2016, with a break clause at 10<sup>th</sup> November 2013;
- There will be an option to extend the leases for a period equivalent to any extension of the NCC Franchise Agreement that may be required by the Secretary of State.

#### Maintenance

The existing Train Service Agreement (TSA) will be transferred to the New Cross Country Franchise by way of novation or statutory transfer scheme. This will cover the fleet requirements of New Cross Country only - the units required by West Coast Trains Ltd will be subject to a separate Train Service Agreement. A Variation Order will provide for the existing TSA to be varied to take account of the changed New Cross Country fleet numbers and that the price will be reduced at least pro-rata to the size of the fleet reduction.

Proposed availability requirements are for 55 diagrams from November 2007 to December 2008 and for 51 diagrams from December 2008.

The agreement between the parties will permit the inter-working of the NCC units on services operated by West Coast Trains Ltd (and the reverse will apply in the TSA held by West Coast Trains Ltd).

The TSA will subsist in accordance with its terms until the Expiry Date of 1<sup>st</sup> April 2012.

Bidders are referred to (revised) Option 6.1.2 relating to the retention of Birmingham - Scotland services in the New Cross Country franchise.

---

### **3.11 Traincrew Locations**

The opening sentence of the final paragraph should be amended to read 'It should be noted that it is expected that Cambridge & Leicester traincrew facilities will transfer to the New Cross Country franchise.'

---

#### **3.12.4 Sunday Cancellations**

\* Where text has been omitted from this document, this is because DfT Rail Procurement has concluded that an exemption from the obligation to disclose information under the Freedom of Information Act 2000 applies (and, where applicable, the public interest would not be served by disclosing the information).

---

## **SECTION 4 - THE BID: DELIVERY PLANS**

References to the number of operating criteria in this section should state that there are eleven, not fourteen, operating criteria.

---

### **6.1.2 Birmingham to Scotland - Long Term Retention**

Bidders are required to develop and submit an Option for the retention of the Birmingham - Scotland services within the New Cross Country Franchise throughout its term. Under this scenario, the following changes to the Base Service Specification should be assumed:

- The services will operate as inherited at the start of the franchise until December 2007;
- The SLC requirements will be provided in the Data Site;
- Therefore there will be no joint operation of trains with West Coast Trains Ltd for the first rail period of the franchise;
- The numbers of units to be leased and maintained by the New Cross Country franchise are as follows:
  - From November 2007 to December 2008:  
34 x Class 220 units, 31 x Class 221 (five car) units and 4 x Class 221 (four car) units;
  - From December 2008 onwards  
34 x Class 220 units, 29 x Class 221 (five car) units and 4 x Class 221 (four car) unit;
- Proposed availability requirements are 63 diagrams from November 2007 to December 2008 and 61 diagrams from December 2008;

- The change to a self-contained Birmingham - Scotland service group (and consequential change to the other New Cross Country Franchise services) should be assumed to occur in December 2007 as in the Base Service Specification;
- The Birmingham - Scotland services should be operated by a dedicated fleet of Class 221 tilting Voyagers from December 2007; and
- New Cross Country Franchise will operate the Manchester - Scotland services until December 2007 at which point they will cease.

If West Coast Trains Ltd finalise contractual arrangements necessary to operate Birmingham - Scotland services as per the re-instated Franchise Agreement, then this Priced Option will not be progressed. Bidders will be advised immediately if this is the case. This guidance should be available by mid-February 2007.

---

### **6.1.3 Provision of Voyagers to West Coast Trains Ltd**

This Option is no longer required and can be ignored

---

## **7.2 Intercity Express Programme**

In the second paragraph, replace the reference to 'East Midlands' with 'New Cross Country'

---