

# Department for Transport

The Department for Transport ('DfT') is currently leading the development of the Intercity Express Programme ('IEP') to introduce new intercity trains, plus supporting infrastructure, onto the UK network. The DfT is initiating the process of procuring train provision and associated services for, and on behalf of, franchised train operating companies ('TOCs') and the advertised contract is likely to be entered into by the TOCs.

This procurement uses the Negotiated Procedure to select a party which will supply the fleet of new trains, maintain them for a period of circa 30 years, and raise the finance necessary to undertake these activities. The party can be one or more organisations, formed as a consortium or "special purpose vehicle" for the purposes of IEP. After the accreditation process, the Department may decide to discuss the best means for achieving the objectives of the IEP program with pre-qualified bidders. The DfT may seek to include in this procurement the development of one or more train depots.

It is anticipated that the contract will be awarded early 2009 for the package to design, build, maintain and finance the IEP fleet.

Expressions of Interest are invited from organisations that can demonstrate they:

A. Have the technical and financial capability to supply, and manage, the complete package of rolling stock; long term maintenance; depots (maintenance and servicing facilities) and finance.

B. Possess the technical expertise required to design and manufacture electric, dual-powered and self-powered passenger carrying trains which deliver:

b1. A safe, consistently reliable, journey,

b2. An environmentally sustainable solution,

b3. Flexibility to be re-configured to facilitate re-deployment across routes or to changes in the environment or technology,

b4. Customer expectations on ambience, amenities and facilities,

b5. Whole life / whole system value for money, and, compared to the existing Intercity fleet:

b6. Increased capacity per train

b7. Increased capacity on the network, plus

b8. Improved safety and security.

C. Can demonstrate the capability to specify the servicing and maintenance regime necessary to optimize the availability and reliability during the life of the vehicles.

D. Can specify, design, build and operate appropriate new, or refurbish existing, depot and servicing facilities for their recommended servicing and maintenance regime within the constraints of the network; the timetables, routes and diagrams operated by the TOCs; and other operational demands.

E. Can maintain and service the vehicles over the life of the vehicles.

F. Will support the train acceptance and full operational approval (in conjunction with Network Rail, TOCs and other relevant parties) onto the selected routes and,

G. Remain the design authority for the life of the vehicles.

H. Have the production, supply chain, project management skills and resources to supply and sustain a train that is capable of:

h1. Operating on fully electrified routes, partially electrified and partially self powered routes (in both instances via 25kV overhead lines) and self powered only routes,

h2. Being able to be split en route and operate as discrete units.

**Important Notes:**

1. The DfT has not yet adopted a final view on whether the provision of depots will be included in the contract and reserves the right to conduct a separate competition for this element of the IEP program.
2. The DfT reserves the right to run a debt funding competition in line with HM Treasury best practice.
3. The DfT may choose to discuss the best means of delivering IEP with pre-qualified bidders prior to the formal issue of the ITT.

Interested parties are asked to submit an Expression of Interest by returning the Accreditation Questionnaire (AQ).

Consortia formed (or capable of being formed) by interested parties (Financiers, Manufacturers, Maintainers, Depot contractors and related organisations) for the purposes of IEP should submit a joint Accreditation Questionnaire.

The DfT may employ the OGC approved e:Tendering and e:Evaluation tools, respectively 'Bravo' and 'Award', at appropriate stages during the course of this project.

**Scope**

Supply between 500 and 2000 vehicles, with pre-series trains entering daily service operating approximately 10 diagrams in 2012 and full, in service, deployment currently planned from 2014 indicatively at a rate of 250 vehicles per year.