

Item 11 Appendix 2

New Trains Update

1. Updates on new trains from Northern and TransPennine Express

The following information was provided by Northern and TransPennine Express respectively during week commencing 3 June 2019. The text at parts 2 and 3 is that provided by the train operating companies.

2. Northern Update on New Rolling Stock Introduction

Arriva Rail North (ARN) intends to start operating the first of our new trains from the 1st July. These will initially operate through Cumbria, Lancashire, Greater Manchester & West Yorkshire and South Yorkshire.

This initial tranche represents nine in passenger service, with a further ten units supporting crew and maintenance staff training against our initial order of ninety-eight. This is comprised of 12 x 4-car electric multiple units (EMU), 25 x 2-car diesel multiple units (DMU) and 61 3-car DMU / EMU sets. (A further 3 x 3-car DMU order will follow on)

There are currently thirty-four new units in the country; the balance of which are going through either pre-acceptance compliance testing by manufacturers CAF and our engineers across our network or being initially assembled into units and tested at the Edge Hill facility in Liverpool.

In order to ensure customers benefit from improved rolling stock as quickly as possible, we will continue to introduce our new fleet in the coming months as they become available after acceptance, by 'dropping-in' further tranches of units outside main timetable change dates as crew training and vehicle testing progresses.

At this time, we are projecting that by the end of the year almost 70% of our original order will be in service, but we are of course striving to better that. Whilst we are disappointed this is not as expansive a deployment as initially envisaged, we are confident that the majority of customers will be benefitting from new and modernised trains with our programme for internal and external vehicle refresh around 80% complete by this stage.

The delay in full new train rollout is primarily due to the manufacturing process and we have been actively working with CAF since early 2017 to investigate and exploit opportunities to accelerate the build and recover lost production to support delivery and commissioning plans.

Mitigations that were introduced included a second production line in Northern Spain and a further manufacturing line in Newport, South Wales. Whilst these were in a large part successful, the publicised coupler problems at the start of 2019 had a regrettable further adverse impact on train delivery and testing.

This does mean that introducing all the stock by the end of this year is now an increasingly compressed activity and introduces practical challenges in completing

the testing & acceptance of the remaining trains; in addition to training over 3000 colleagues who will crew and maintain them.

However, our December timetable (which is not dependant on any significant infrastructure upgrades) will offer customers further increased services and more journey opportunities.

We will continue to work with partners to plan how best we can utilise our available fleet and continue to explore any short-term options that may come available to supplement our fleet from outside of Northern.

3. TransPennine Express new train fleet

Over the coming months TransPennine Express will introduce 220 new carriages into its fleet, and investment of more than £500m providing additional seats and capacity across its network.

Three fleets of five carriage trains are being introduced: Nova 3 which will operate between Liverpool Lime Street and Scarborough as well as between Manchester Airport to Middlesbrough; Nova 2 which will operate on the West Coast Main Line between Manchester Airport and Glasgow/Edinburgh as well as between Liverpool Lime Street and Glasgow; and Nova 1 which will operate on the East Coast Main Line between Edinburgh/Newcastle and Liverpool Lime Street/Manchester Airport via Leeds and Manchester.

As new trains enter into service existing trains (Class 185s) will increasingly operate as six carriage trains, doubling seats provided on core corridors including Cleethorpes/Sheffield to Manchester Airport and Manchester Piccadilly to Hull.

Nova 3:

13 five carriage Nova 3 trains hauled by class 68 locomotives will be introduced for customer service this year. Each train will have 291 seats (261 in standard and 30 in first class) which is 110 more seats than a class 185 train. All of these trains have now been built by Construcciones y Auxiliar de Ferrocarriles (CAF) and two of these trains have been accepted by TransPennine Express following the completion of a comprehensive approvals process, with more scheduled for acceptance in the next few weeks. As previously advised deliveries of these trains to TransPennine Express has been delayed as a consequence of technical issues which the manufacturer has been working to resolve.

Based on the progress made, the first Nova 3 trains are now expected to start entering customer service on an initial basis during this summer, with a progressive roll-out of the remainder of the fleet planned over the rest of the year.

Nova 2:

12 five carriage Nova 2 electric trains will be introduced for customer service this year. Each train will have 286 seats (264 in standard and 22 in first class) which is 84 more than a class 350 train. All of these trains have now been built by Construcciones y Auxiliar de Ferrocarriles (CAF) and there are three of these trains in the UK for the comprehensive approvals process. This process is expected to

be concluded this summer, when the first trains will be delivered to TransPennine Express for staff training with introduction into customer service expected to take place this autumn.

Nova 1:

19 five carriage Nova 1 bi-mode trains will be introduced for customer service this year. Each train will have 342 seats (318 in standard and 24 in first class) which is 161 more than a class 185 train. Construction is largely complete by Hitachi Rail Europe and there are six of these trains in the UK for the comprehensive approvals process. This process is expected to be concluded this month, when the first trains will be delivered to TransPennine Express for staff training with introduction into customer service expected to take place starting in the autumn between Liverpool Lime Street, Manchester and Newcastle, extending to Edinburgh Waverley at the December 2019 timetable change.