

Franchise Variation – Appendix 1 to Schedule 1.1, Train Fleet – Additional Class 158 Unit

Date of change	Reason for Change	Clauses Changed	End Date of Change
09 March 2017	Additional Class 158 Unit allocated to passenger services.	Appendix 1 to Schedule 1.1	

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This letter is a notice under the terms of Schedule 9.1, Variations and Financial Consequences of Change, paragraph 1.1 (a) of the Franchise Agreement between the Scottish Ministers and Abellio ScotRail Ltd (“ScotRail”) dated 7 and 18 October 2014 (“the Franchise Agreement”) to vary the ScotRail Franchise Agreement to include an additional Class 158 Unit as allocated to passenger services.

The additional specification to be included in the Train Fleet table is set out below.

Both Transport Scotland and Abellio ScotRail have agreed to the proposed changes.

These changes will incur additional subsidy payments by Transport Scotland.

In accordance with the Franchise Agreement, Schedule 9.1 Clause 4.1, the Authority notifies the Franchisee that this Change could potentially exceed the Threshold Amount (£636,018) either alone, or when taken together with any future Change, resulting in a Qualifying Change. The parties agree that no Run of the Financial Model will be required in respect of this Change alone in view of the pricing arrangements agreed herein.

Appendix 1 to Schedule 1.1, Train Fleet Table 5 – Additional Class 158 Unit

Agreed Revised wording

From December 2016 Timetable Change Date until December 2017 Timetable Change Date, Appendix 1 to Schedule 1.1, Train Fleet Table 5, will be updated to show an additional 158 Unit as allocated to passenger services (i.e. the Fleet Allocated Passenger Services will increase from 36 to 37).

The additional unit will operate the following daily services Monday – Friday:

2T60LB 06:51 Edinburgh to Tweedbank
2T61LA 07:58 Tweedbank to South Gyle
2T50LC 15:51 Glenrothes to Tweedbank
2T51LB 17:59 Tweedbank to Edinburgh
2T60LB 19:24 Edinburgh to Tweedbank
2T61LB 20:30 Tweedbank to Edinburgh

And will be deployed where possible outwith those times to best advantage to provide additional capacity (e.g. in support of special events).

An updated TrainPlan Capacity document reflecting this position has been provided to Transport Scotland by Train Planning.

Cost of Change

Transport Scotland shall pay the sum of £40k per period for the year as the annual price of the variation is £520k.