



**Thameslink Rolling Stock Project
Issued 26 November 2010**

Financial Proformas

THAMESLINK ROLLING STOCK PROJECT

INVITATION TO TENDER

Financial Proforma Templates

PRIVATE & CONFIDENTIAL

Important notice for all users

Important Notice

This document forms part of the Thameslink Rolling Stock Invitation to Tender and is issued subject to the same terms and conditions.

All references in this document to Network Rail (NRL) include, where appropriate and unless the context otherwise requires, references to NRL's successor(s). The Disclosed Information has been prepared to assist interested parties in considering whether or not to make a bid proposal in relation to the Thameslink Rolling Stock Project (TRSP) Services and, if so, how to make it. It does not purport to be all-inclusive or to contain all of the information that a Bidder may require. The descriptions of existing and proposed contractual arrangements are of a general nature only. Where the document describes any contractual arrangements which are not yet in force, those arrangements may change. Any reference to a contract or other document is qualified in full by reference to the entire terms of the contract or document referred to.

The issue of this document in no way commits the DfT to award the TRSP Services to any person or party. The DfT reserves the right to terminate the competition to award the TRSP Services without prior notice, to change the basis, the procedures and the timescales set out or referred to in this document, or to reject any or all bids and to terminate discussions with any or all Bidders at any time. Nothing in this document should be interpreted as a commitment by the DfT to award the TRSP Services to a Bidder

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The only information which will have any legal effect and/or upon which any person may rely will be such information (if any) as has been specifically and expressly represented and/or warranted in writing to the winning Bidder in the relevant contracts or other relevant agreements entered into at the same time as such contracts are entered into or become unconditional.

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DfT reserves the right at any time to issue further supplementary instructions and updates and amendments to the instructions and information contained in this document as it shall in its absolute discretion think fit.

Advisors are acting for DfT, in each case in relation to the TRSP Services, and will not regard any other person as their client or be responsible to anyone other than DfT for providing the protections afforded to their clients nor for advising any other person on the contents of this document or any matter referred to in it.

DfT will not be responsible for the costs or expenses of any Bidder in relation to any matter referred to in this document howsoever incurred, including the evaluation of the TRSP opportunity, the award, or any bid for the award of the TRSP Services, or negotiation of the associated contractual agreements.

THAMESLINK ROLLING STOCK PROJECT
WLC Model Results
Whole Life Cost Model - INSTRUCTIONS

Overview

A financial assessment of bids will be made on a whole life, rather than first cost, basis. The Whole Life Cost proformas will calculate the cost of owning and operating the units, and will allow the full project costs to be evaluated, thus allowing Bidders to offset initial capital costs with future savings where this is appropriate.

Bidders are required to submit the completed model as part of their bid documents. DfT will review the entries made by cross referencing them with the statements made elsewhere in the tender document to check whether the cost model is an accurate reflection of the bid content.

To produce this assessment, Bidders are required to complete the attached Whole Life Cost Model proformas which will calculate the present value of initial and all future costs. 'WLC Model Inputs' contains all the fields where the Bidder will input data. Other standard data specified by DfT is also included in this sheet. 'WLC Model Results' contains the automatically generated data which will total the fleet current investment value.

These notes are intended to assist the Bidder in completing this exercise. A number of variables have already been set, either by DfT or Network Rail, and these cannot be altered by the Bidder. In general all areas where the Bidder should input data are indicated with a yellow background. Areas where DfT has added variable data are indicated with a red background

The whole life costs will be calculated from 1st July 2017 until 30th September 2046. Bidders are required to input all costs for the start up period until 30th June 2017 – these costs will be reviewed but not included in the Whole Life Cost calculations for bid evaluation.

Bidders should provide inputs to the Whole Life Cost model covering Batch 1 and all future Batches.

Bidders should set out separately in the Miscellaneous Items category:

- a. the Owner's cost of shrinking back the MSA; and
- b. the TMM's revised Service Payments and costs of shrinking back the TSA

For evaluation purposes when carrying out the Stage 4 – Value Assessment the Department will apply a weighting of 20% to the scenario that the TRSP shrinks back to Batch 1 only, with consequent adjustments to the Whole Life Cost Model. It will apply this probability to both the Owner's cost of shrinking back the MSA to Batch 1 and the TMM's revised Service Payments and costs of shrinking back the TSA to Batch 1, in each case, in such a way to avoid any double counting of costs/benefits. The Department has included a WLC Model Inputs (addendum) and WLC Model Calcs (addendum) to facilitate the inclusion of this information.

Indexation & Discounting

Lease Rental Payments and Depot Lease Payments will not be subject to indexation. All other prices will be input in real terms (1 April 2010). The impact of inflation on future costs will be automatically calculated by the spreadsheet. Base costs will be inflated at the assumed RPI rate of 2.70% per annum. DfT has decided to include higher inflation rates for the future cost of traction electricity (RPI +1%) to reflect the expected increased future cost of energy.

All future costs will be discounted to current values at a real discount rate of 3.5%.

Notes

1. Lease Rental Payments

The Lease Rental Payments should cross reference Proforma L - 2.

Payments should be extrapolated to 30 September 2046 assuming that fleet size and Lease Rental remain constant.

2. TSA Service Payments

The TSA Service Payments should be input in real terms in 1 April 2010 prices and cross reference Proforma TSA - 2

Payments should be extrapolated to 30 September 2046 assuming that fleet size and Daily Service Charges (in real terms) remain constant

3. Total Depot Costs

The total depot costs consist of 3 elements:

1. Depot Lease Payment

The Depot Lease Rental Payments should cross reference Proforma D - 2.

Payments should be extrapolated to 30 September 2046 assuming that Depot Lease remains constant.

2. Depot Residual Value

Not required as per CQ0613

3. Network Rail Lease Value

The Department will set the Network rail lease value for each depot to be used in the model, and which will cover the cost of the Network Rail lease, connection to Network Rail signalling and OLE systems, and the cost of track connections.

4. Energy Consumption

As part of this exercise the overall electric current consumed in normal service (with all on train services such as air conditioning and lighting fully operational) will be calculated. For the simulation, Bidders are required to calculate the average current consumed by each unit per route mile by dividing the total electricity consumption for the test run by the overall distance run, to produce a kilowatt hour per unit mile figure. This single figure is to be input into the spreadsheet for Type 2 Units. In respect of Type 1 Units, Bidders may either conduct additional simulations over the same route in the same condition, or simply multiply the Type 2 number by 1.5 – stating which method they have selected. Power consumption is to be input on a unit basis.

The simulation conducted by Bidders will also calculate the amount of electricity fed back to the supply system during regenerative braking. Again, this figure should be calculated on an average amount of electricity regenerated per Unit mile running basis, and input in the appropriate cell, using the same figure for Type 2 Units. Type 1 Units should be calculated using the same method as used for energy consumption. Regeneration will be assumed to be at the maximum achievable rate, and the impact of the receptivity of the system (for example from the number of other units running in the local area) and the ability to accept regenerative power can be ignored.

The Department has already produced assumed diagram duties and duty miles per annum. These figures will be used to calculate the overall electricity consumption per annum for the purposes of evaluation. The Department has chosen a standard electricity cost inclusive of the costs of the power distribution system and overhead line equipment, and this value will be used for calculating the cost of power consumption. The Department has also set the value of power regenerated to the network, and this will again be used to assess the value of regeneration to the network. The costs used reflect the major variations in Network rail EC4T charges at different times of the day and year. The Department has also set an increased inflator for these costs, to reflect the increasing importance of energy values over time.

In addition, bidders must provide the energy consumption for overnight stabling of a 160m Unit. The Whole Life Cost Model converts this into an annual charge.

5. VTISM

Variable track charges will be calculated by Bidders using Rail Safety & Standards Board's VTISM model, which assesses the impact of the rolling stock on the track and the wear and tear caused, and produces a variable per mile cost. The Bidder will be responsible for procuring and running this model. Runs will be conducted for each type of unit, and the relevant values per mile will be produced. Bidders are required to produce the results in terms of a £ per mile figure derived by calculating the arithmetic mean figure across each of the routes travelled.

The Bidder will put this assessed figure into the spreadsheet, where it will be multiplied by the specified diagram duties to produce an assessment of the variable track access charges that will be incurred by the rolling stock in service. These track charges will apply for the whole project life (and are subject to annual indexation at RPI), and will be discounted to current levels. For the purposes of this assessment fixed track access charges will be ignored.

6. Performance Penalties

This item is intended to reflect the economic and financial impact of expected performance.

The Bidder is required to enter the number of delay minutes in each year. Confirmation of how these delay minutes should be calculated will be issued through the formal clarification process.

7. Late Delivery Penalties

The Bidder is required to introduce the whole fleet into service by June 2017. Where production schedules indicate that any units will be accepted later than this date, Bidders should quantify the number of unit months by which delivery will be delayed. For example, a unit which will be delivered in August 2017 would incur 2 unit months of lateness. The penalty cost of late delivery (for the purposes of this model only) will be set by DfT. The late delivery charge will be subject to indexation at RPI.

8. Miscellaneous Items

Bidders are permitted to add in any costs (regular or one-off) into these cells which they consider material to their bids.

Bidders are required to input an explanation of the content of the costs for each entry year.

Bidders should provide details of the costs of shrinking back the MSA and TSA within this cell.

9. Risk Adjustments

To the extent that Bidders have indicated in their response to the contract and commercial propositions additional costs related to accepting all the risks indicated as being allocated to the Bidder, the cost model will be adjusted by the Department to reflect such costs over the life of the project.

THAMESLINK ROLLING STOCK PROJECT
WLC Model Results
Whole Life Cost Model - RESULTS

	Net Present Value		% of total
Lease Rental Payments	£	-	0.0%
TSA Service Payments	£	-	0.0%
Total Depot Costs	£	-	0.0%
Energy consumption	£	-	0.0%
VTISM	£	-	0.0%
Performance	£	-	0.0%
Programme	£	-	0.0%
Risk Adjustment		£0	0.0%
Miscellaneous Items - Break Costs	£	-	0.0%
Miscellaneous Items - Other	£	-	0.0%
Total	£	-	0.0%

Reference to explanation:

THAMESLINK ROLLING STOCK PROJECT

WLC Model Inputs

Whole Life Cost Model - INPUTS

Bidders should complete inputs to the Whole Life Cost Model with reference to the instructions provided

Bidders are to complete cells with coloured yellow with blue text: Bidder Input

Cells in red are Department inputs and should not be changed: D.T. input

Where appropriate inputs should be in £, not £000s as in other proformas

NPV Calculation Parameters

DT Calculation, not to be amended by bidders	
RPI	2.70%
AEI	3.00%
Electricity Inflation Rate	3.70%
Real Discount Rate	3.50%
Discount Rate	6.20%
Base Date	1-Apr-11

Rolling Stock Inputs

Number of Units

Bidders must input the total number of units required to deliver the diagrammed service
Totals must reconcile to Proforma L - 6.2 Cells C13C15

Type 1 Units	0
Type 2 Units	0
Type 3 Units	0

Total Diagrammed Unit Miles per annum

Miles	
Type 1 Units	193,244
Type 2 Units	8,820,515
Type 3 Units	2,241,564

Miles per Unit per annum

Miles	
Type 1 Units	0
Type 2 Units	0
Type 3 Units	0

Unit length

Metres	
Type 1 Units	240
Type 2 Units	160
Type 3 Units	100

Rolling Stock Lease

Inputs must be presented in £ nominal and reconcile to Proforma L - 2.2 row 38
Payments should be extrapolated to 30 September 2048 assuming that the Lease Rental and Fleet Size remain the same as the Section 54 Period

Period Start: 01-Jul-17

Period End: 30-Sep-17

Total Lease Rental from 1 July 2017 to 31 September 2048

01-Jul-17	01-Oct-17	01-Apr-18	01-Oct-18	01-Apr-19	01-Oct-19	01-Apr-20	01-Oct-20	01-Apr-21	01-Oct-21	01-Apr-22	01-Oct-22	01-Apr-23	01-Oct-23	01-Apr-24	01-Oct-24	01-Apr-25	01-Oct-25	01-Apr-26	01-Oct-26	01-Apr-27	01-Oct-27	01-Apr-28	01-Oct-28	01-Apr-29	01-Oct-29	01-Apr-30	01-Oct-30	01-Apr-31	01-Oct-31	01-Apr-32	01-Oct-32	01-Apr-33	01-Oct-33	01-Apr-34	01-Oct-34		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Please provide details of lease payments prior to 1 July 2017

01-Oct-11	01-Apr-12	01-Oct-12	01-Apr-13	01-Oct-13	01-Apr-14	01-Oct-14	01-Apr-15	01-Oct-15	01-Apr-16	01-Oct-16	31-Mar-17
0	0	0	0	0	0	0	0	0	0	0	0

TSA Service Payments

Inputs must be presented in £ real values as at 1 April 2010 and reconcile to Proforma TSA - 2.2 rows 23 to 33
Payments should be extrapolated to 30 September 2048 assuming that the Daily Service Charge and Fleet Size remain the same as the TSA period

Period Start: 01-Jul-17

Period End: 30-Sep-17

Service Payments if Actual Annual Mileage is:

125,000 for Type 1 & Type 2 Units, 95,000 for Type 3 Units	2%
135,000 for Type 1 & Type 2 Units, 105,000 for Type 3 Units	5%
145,000 for Type 1 & Type 2 Units, 125,000 for Type 3 Units	8%
155,000 for Type 1 & Type 2 Units, 135,000 for Type 3 Units	35%
165,000 for Type 1 & Type 2 Units, 145,000 for Type 3 Units	35%
175,000 for Type 1 & Type 2 Units, 155,000 for Type 3 Units	8%
185,000 for Type 1 & Type 2 Units, 165,000 for Type 3 Units	5%
195,000 for Type 1 & Type 2 Units, 175,000 for Type 3 Units	2%
205,000 for Type 1 & Type 2 Units, 185,000 for Type 3 Units	1%
215,000 for Type 1 & Type 2 Units, 195,000 for Type 3 Units	0%
225,000 for Type 1 & Type 2 Units, 205,000 for Type 3 Units	0%

Weighting in evaluation

2%
5%
8%
35%
35%
8%
5%
2%
1%
0%
0%

01-Jul-17	01-Oct-17	01-Apr-18	01-Oct-18	01-Apr-19	01-Oct-19	01-Apr-20	01-Oct-20	01-Apr-21	01-Oct-21	01-Apr-22	01-Oct-22	01-Apr-23	01-Oct-23	01-Apr-24	01-Oct-24	01-Apr-25	01-Oct-25	01-Apr-26	01-Oct-26	01-Apr-27	01-Oct-27	01-Apr-28	01-Oct-28	01-Apr-29	01-Oct-29	01-Apr-30	01-Oct-30	01-Apr-31	01-Oct-31	01-Apr-32	01-Oct-32	01-Apr-33	01-Oct-33	01-Apr-34	01-Oct-34	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Please provide details of TSA Service Payments prior to 1 July 2017

01-Oct-11	01-Apr-12	01-Oct-12	01-Apr-13	01-Oct-13	01-Apr-14	01-Oct-14	01-Apr-15	01-Oct-15	01-Apr-16	01-Oct-16	31-Mar-17
0	0	0	0	0	0	0	0	0	0	0	0

Service Payments if Actual Annual Mileage is:

125,000 for Type 1 & Type 2 Units, 95,000 for Type 3 Units	0
135,000 for Type 1 & Type 2 Units, 105,000 for Type 3 Units	0
145,000 for Type 1 & Type 2 Units, 125,000 for Type 3 Units	0
155,000 for Type 1 & Type 2 Units, 135,000 for Type 3 Units	0
165,000 for Type 1 & Type 2 Units, 145,000 for Type 3 Units	0
175,000 for Type 1 & Type 2 Units, 155,000 for Type 3 Units	0
185,000 for Type 1 & Type 2 Units, 165,000 for Type 3 Units	0
195,000 for Type 1 & Type 2 Units, 175,000 for Type 3 Units	0
205,000 for Type 1 & Type 2 Units, 185,000 for Type 3 Units	0
215,000 for Type 1 & Type 2 Units, 195,000 for Type 3 Units	0
225,000 for Type 1 & Type 2 Units, 205,000 for Type 3 Units	0

Percentage of Daily Service Charge to Index
(should reconcile to Proforma TSA - 1 cell C27)

50.00%

THAMESLINK ROLLING STOCK PROJECT

WLC Model Inputs

Whole Life Cost Model - INPUTS

Bidders should complete inputs to the Whole Life Cost Model with reference to the following:

Bidders are to complete cells with coloured yellow with blue text:

Cells in red are Department inputs and should not be changed:

Where appropriate inputs should be in £, not EDOs as in other proforma

NPV Calculation Parameters

DIT Calculation, not to be amended by bidders

RPI	2.70%
AEI	3.00%
Electricity Inflation Rate	3.70%
Real Discount Rate	3.50%
Discount Rate	6.20%
Base Date	1-Apr-10

Rolling Stock Inputs

Number of Units

Bidders must input the total number of units required to deliver the diagram. Totals must reconcile to Proforma L - 6.2 Cells C13C15

Type 1 Units	0
Type 2 Units	0
Type 3 Units	0

Miles per Unit per annum

	Miles
Type 1 Units	0
Type 2 Units	0
Type 3 Units	0

Rolling Stock Lease

Inputs must be presented in £ nominal and reconcile to Proforma L - 2.2

Payments should be extrapolated to 30 September 2048 assuming that:

[Please refer to H01E1](#)

Period Start	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46
Period End	31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46
Total Lease Rental from 1 July 2017 to 31 September 2048	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Please provide details of lease payments prior to 1 July 2017

Total Lease Rental until 1 July 2017

TSA Service Payments

Inputs must be presented in £ real values as at 1 April 2010 and reconcile to Proforma L - 2.2

Payments should be extrapolated to 30 September 2048 assuming that:

[Please refer to H01E2](#)

Period Start	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46
Period End	31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46
Service Payments if Actual Annual Mileage is:																								
125,000 for Type 1 & Type 2 Units, 95,000 for Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
135,000 for Type 1 & Type 2 Units, 105,000 for Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145,000 for Type 1 & Type 2 Units, 115,000 for Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
155,000 for Type 1 & Type 2 Units, 125,000 for Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
165,000 for Type 1 & Type 2 Units, 135,000 for Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
165,000 for Type 1 & Type 2 Units, 145,000 for Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
175,000 for Type 1 & Type 2 Units, 155,000 for Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
185,000 for Type 1 & Type 2 Units, 165,000 for Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
195,000 for Type 1 & Type 2 Units, 175,000 for Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
205,000 for Type 1 & Type 2 Units, 185,000 for Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215,000 for Type 1 & Type 2 Units, 195,000 for Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
225,000 for Type 1 & Type 2 Units, 205,000 for Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Please provide details of TSA Service Payments prior to 1 July 2017

Period Start

Period End

Service Payments if Actual Annual Mileage is:

- 125,000 for Type 1 & Type 2 Units, 95,000 for Type 3 Units
- 135,000 for Type 1 & Type 2 Units, 105,000 for Type 3 Units
- 145,000 for Type 1 & Type 2 Units, 115,000 for Type 3 Units
- 155,000 for Type 1 & Type 2 Units, 125,000 for Type 3 Units
- 165,000 for Type 1 & Type 2 Units, 135,000 for Type 3 Units
- 165,000 for Type 1 & Type 2 Units, 145,000 for Type 3 Units
- 175,000 for Type 1 & Type 2 Units, 155,000 for Type 3 Units
- 185,000 for Type 1 & Type 2 Units, 165,000 for Type 3 Units
- 195,000 for Type 1 & Type 2 Units, 175,000 for Type 3 Units
- 205,000 for Type 1 & Type 2 Units, 185,000 for Type 3 Units
- 215,000 for Type 1 & Type 2 Units, 195,000 for Type 3 Units
- 225,000 for Type 1 & Type 2 Units, 205,000 for Type 3 Units

Percentage of Daily Service Charge to Index

(should reconcile to Proforma TSA - 1 cell C27)

Total Depot Costs

[Please refer to NOTE 3](#)

Evaluation Weighting	
Hornsey & Three Bridges	100%
Hornsey & Tonbridge	0%

Depot Lease Payment

Inputs must be presented in £ nominal and reconcile to Proforma D - 2 r

Payments should be extrapolated to 30 September 2048 assuming that

Period Start	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46
Period End	31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46

Depot Lease Payment from 1 July 2017 to 30 September 2048:																									
Hornsey & Three Bridges	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hornsey & Tonbridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Please provide details of lease payments prior to 1 July 2017

Period Start

Period End

Depot Lease Payment until 1 July 2017:

Hornsey & Three Bridges

Hornsey & Tonbridge

Depot Residual Value (Not required as per CO0813)

Inputs must be presented in £ real in 1 April 2010 prices

Bidders must supply methodology to support the calculation of the Risk

Hornsey & Three Bridges

Hornsey & Tonbridge

Depot RV Date

31-Mar-45

Network Rail Lease Charges

To be completed by the Department

Period Start

Period End

Hornsey & Three Bridges

Hornsey & Tonbridge

01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46
31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46

0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Power Consumption

[Please refer to NOTE 4](#)

Electricity consumed per unit per mile

Type 1 Units

Type 2 Units

Type 3 Units

Electricity regenerated per unit per mile

Type 1 Units

Type 2 Units

Type 3 Units

Electricity Consumption for overnight stabling of a 160m Unit (kWh per unit per night)

Electricity Cost/Credit

Electricity Charge per KWH

Regeneration Credit per KWH

VTISM

[Please refer to NOTE 5](#)

Inputs must be presented in real values as at 1 April 2010

VTISM cost per unit per Mile

Type 1 Units

Type 2 Units

Type 3 Units

Performance Penalties

[Please refer to NOTE 6](#)

Inputs must be presented in real values as at 1 April 2010

Performance Penalty Cost

Type 1 Units

Type 2 Units

Type 3 Units

Total Forecast Delay Minutes per Unit

Period Start

Period Ends

Type 1 Units

Type 2 Units

Type 3 Units

01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46
31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46

0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Late Delivery Penalty (programme)

[Please refer to NOTE 7](#)

Inputs must be presented in real values as at 1 April 2010

Penalty for Booking Stock Delivery after June 2017

£ per Type 1 Unit per month

£ per Type 2 Unit per month

£ per Type 3 Unit per month

Unit Months (delivered after June 2017)

Type 1 Unit Months of delay

Type 2 Unit Months of delay

Type 3 Unit Months of delay

THAMESLINK ROLLING STOCK PROJECT
WLC Model Inputs (Addendum)
Whole Life Cost Model - INPUTS (Addendum)

Bidders should complete inputs to the Whole Life Cost Model with refer to
 Bidders are to complete cells with coloured yellow with blue text:
 Cells in red are Department inputs and should not be changed:
 Where appropriate inputs should be in £, not £000s as in other proforma:

Weighting 20.00%

Owner's cost of shrinking back MSA to Batch 1
Inputs must be presented in £ nominal and reconcile to Appendix A - Tra

Period Start	01-Oct-30	01-Apr-31	01-Oct-31	01-Apr-32	01-Oct-32	01-Apr-33	01-Oct-33	01-Apr-34	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46
Period End	31-Mar-31	30-Sep-31	31-Mar-32	30-Sep-32	31-Mar-33	30-Sep-33	31-Mar-34	30-Sep-34	31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46
Owner's cost of shrinking back MSA to Batch 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TMM's cost of shrinking back the TSA to Batch 1
Inputs must be presented in £ nominal and reconcile to Appendix B.1 - T

Period Start	01-Oct-30	01-Apr-31	01-Oct-31	01-Apr-32	01-Oct-32	01-Apr-33	01-Oct-33	01-Apr-34	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46
Period End	31-Mar-31	30-Sep-31	31-Mar-32	30-Sep-32	31-Mar-33	30-Sep-33	31-Mar-34	30-Sep-34	31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46
TMM's cost of shrinking back the TSA to Batch 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TMM's revised Service Payments if TSA shrunk back to Batch 1
Inputs must be presented in £ real values as at 1 April 2010 and reconcile to Appendix B.1 - T

Payments should be extrapolated to 30 September 2046 assuming that t

Period Start	01-Oct-30	01-Apr-31	01-Oct-31	01-Apr-32	01-Oct-32	01-Apr-33	01-Oct-33	01-Apr-34	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46
Period End	31-Mar-31	30-Sep-31	31-Mar-32	30-Sep-32	31-Mar-33	30-Sep-33	31-Mar-34	30-Sep-34	31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46
Revised Service Payments if TSA is shrunk back to Batch 1 and Actual Ar	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
125,000 for Type 1 & Type 2 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
135,000 for Type 1 & Type 2 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145,000 for Type 1 & Type 2 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
155,000 for Type 1 & Type 2 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
165,000 for Type 1 & Type 2 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
175,000 for Type 1 & Type 2 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
185,000 for Type 1 & Type 2 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
195,000 for Type 1 & Type 2 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
205,000 for Type 1 & Type 2 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215,000 for Type 1 & Type 2 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
225,000 for Type 1 & Type 2 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Please provide details of TSA Service Payments prior to 1 July 2017 # 1
 Period Start
 Period End

Revised Service Payments if TSA is shrunk back to Batch 1 and Actual Ar
 125,000 for Type 1 & Type 2 Units
 135,000 for Type 1 & Type 2 Units
 145,000 for Type 1 & Type 2 Units
 155,000 for Type 1 & Type 2 Units
 165,000 for Type 1 & Type 2 Units
 175,000 for Type 1 & Type 2 Units
 185,000 for Type 1 & Type 2 Units
 195,000 for Type 1 & Type 2 Units
 205,000 for Type 1 & Type 2 Units
 215,000 for Type 1 & Type 2 Units
 225,000 for Type 1 & Type 2 Units

Percentage of Daily Service Charge to Index

Electricity Consumption

Consumption per unit per night (kWh)	
Consumption from Stabling for Type 1 Unit	0
Consumption from Stabling for Type 2 Unit	0
Consumption from Stabling for Type 3 Unit	0

Annual Consumption (kWh)	
Type 1 Units	0
Type 2 Units	0
Type 3 Units	0
Electricity Consumed per annum from stabling	0
Cost (real)	0

Period Start	
Period End	
Portion of Year	
Electricity Consumed	0
Electricity Regenerated	0
Stabling Costs	0
Total NPV	0

01-Jul-17	01-Oct-17	01-Apr-18	01-Oct-18	01-Apr-19	01-Oct-19	01-Apr-20	01-Oct-20	01-Apr-21	01-Oct-21	01-Apr-22	01-Oct-22	01-Apr-23	01-Oct-23	01-Apr-24	01-Oct-24	01-Apr-25	01-Oct-25	01-Apr-26	01-Oct-26	01-Apr-27	01-Oct-27	01-Apr-28	01-Oct-28	01-Apr-29
30-Sep-17	31-Mar-18	30-Sep-18	31-Mar-19	30-Sep-19	31-Mar-20	30-Sep-20	31-Mar-21	30-Sep-21	31-Mar-22	30-Sep-22	31-Mar-23	30-Sep-23	31-Mar-24	30-Sep-24	31-Mar-25	30-Sep-25	31-Mar-26	30-Sep-26	31-Mar-27	30-Sep-27	31-Mar-28	30-Sep-28	31-Mar-29	30-Sep-29
25.19%	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VTISM

VTISM cost per unit per Mile	
Type 1 Units	0.00
Type 2 Units	0.00
Type 3 Units	0.00

Total	
Total Unit Miles per annum	
Type 1 Units	9,961,244
Type 2 Units	8,830,515
Type 3 Units	2,241,654
Total VTISM Cost (real)	0

01-Jul-17	01-Oct-17	01-Apr-18	01-Oct-18	01-Apr-19	01-Oct-19	01-Apr-20	01-Oct-20	01-Apr-21	01-Oct-21	01-Apr-22	01-Oct-22	01-Apr-23	01-Oct-23	01-Apr-24	01-Oct-24	01-Apr-25	01-Oct-25	01-Apr-26	01-Oct-26	01-Apr-27	01-Oct-27	01-Apr-28	01-Oct-28	01-Apr-29
30-Sep-17	31-Mar-18	30-Sep-18	31-Mar-19	30-Sep-19	31-Mar-20	30-Sep-20	31-Mar-21	30-Sep-21	31-Mar-22	30-Sep-22	31-Mar-23	30-Sep-23	31-Mar-24	30-Sep-24	31-Mar-25	30-Sep-25	31-Mar-26	30-Sep-26	31-Mar-27	30-Sep-27	31-Mar-28	30-Sep-28	31-Mar-29	30-Sep-29
25.19%	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Portion of Year	
VTISM Cost	0

Performance Penalties

Nominal Cost per delay minute		
Type 1 Units	Real: 800	Number of Units: 0
Type 2 Units	Real: 800	Number of Units: 0
Type 3 Units	Real: 800	Number of Units: 0

964	964	990	990	1,017	1,017	1,044	1,044	1,072	1,072	1,101	1,101	1,131	1,131	1,162	1,162	1,193	1,193	1,225	1,225	1,258	1,258	1,292	1,292	1,327
964	964	990	990	1,017	1,017	1,044	1,044	1,072	1,072	1,101	1,101	1,131	1,131	1,162	1,162	1,193	1,193	1,225	1,225	1,258	1,258	1,292	1,292	1,327
964	964	990	990	1,017	1,017	1,044	1,044	1,072	1,072	1,101	1,101	1,131	1,131	1,162	1,162	1,193	1,193	1,225	1,225	1,258	1,258	1,292	1,292	1,327
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Penalties	
Type 1 Units	0
Type 2 Units	0
Type 3 Units	0
Total NPV	0

Late Delivery Penalty (Programme)

Nominal Cost per vehicle month of delay	Real Cost: 12,000,000
Nominal Cost per vehicle month of delay	Real Cost: 8,000,000
Nominal Cost per vehicle month of delay	Real Cost: 8,000,000

14,460,202	14,460,202	14,850,627	14,850,627	15,251,594	15,251,594	15,663,387
9,640,134	9,640,134	9,900,418	9,900,418	10,167,729	10,167,729	10,442,258
9,640,134	9,640,134	9,900,418	9,900,418	10,167,729	10,167,729	10,442,258
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0

Type 1 Penalty	
Type 2 Penalty	0
Type 3 Penalty	0
Late Delivery Penalty	0

IESLINK ROLLING STOCK PROJECT
Model Calculations
Life Cost Model - CALCULATIONS

	01-Oct-29	01-Apr-30	01-Oct-30	01-Apr-31	01-Oct-31	01-Apr-32	01-Oct-32	01-Apr-33	01-Oct-33	01-Apr-34	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46	01-Oct-46	
NPV Calculation Parameters	31-Mar-30	30-Sep-30	31-Mar-31	30-Sep-31	31-Mar-32	30-Sep-32	31-Mar-33	30-Sep-33	31-Mar-34	30-Sep-34	31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46		
RPI																																				
Electricity Inflation Rate																																				
Real Discount Rate																																				
Discount Rate																																				
Base Date																																				
Years from Base Date for NPV Calculations	20.00	20.50	21.00	21.50	22.00	22.50	23.00	23.50	24.00	24.50	25.00	25.50	26.00	26.50	27.00	27.50	28.00	28.50	29.00	29.50	30.00	30.50	31.00	31.50	32.00	32.50	33.00	33.50	34.00	34.50	35.00	35.50	36.00	36.50		
Discount Factor	29.50%	28.61%	27.75%	26.92%	26.11%	25.32%	24.56%	23.82%	23.11%	22.41%	21.74%	21.08%	20.45%	19.83%	19.24%	18.68%	18.10%	17.56%	17.03%	16.52%	16.02%	15.54%	15.07%	14.62%	14.19%	13.75%	13.34%	12.94%	12.55%	12.17%	11.81%	11.45%	11.11%	10.77%		
Years from Base Date for Indexation Calculations	19.00	20.00	21.00	21.00	21.00	22.00	22.00	23.00	23.00	24.00	24.00	25.00	25.00	26.00	26.00	27.00	27.00	28.00	28.00	29.00	29.00	30.00	31.00	31.00	32.00	32.00	33.00	33.00	34.00	34.00	35.00	35.00	36.00	36.00		
RPI (1 April 2010 = 1)	1.659	1.704	1.704	1.750	1.750	1.797	1.797	1.846	1.846	1.895	1.895	1.947	1.947	1.999	1.999	2.053	2.053	2.108	2.108	2.165	2.165	2.224	2.224	2.284	2.284	2.346	2.346	2.409	2.409	2.474	2.474	2.541	2.541	2.609		
Electricity (1 April 2010 = 1)	1.994	2.068	2.068	2.145	2.145	2.224	2.224	2.306	2.306	2.392	2.392	2.480	2.480	2.572	2.572	2.667	2.667	2.766	2.766	2.868	2.868	2.974	2.974	3.084	3.084	3.198	3.198	3.317	3.317	3.439	3.439	3.567	3.567	3.699		

Lease Rental Payments	01-Oct-29	01-Apr-30	01-Oct-30	01-Apr-31	01-Oct-31	01-Apr-32	01-Oct-32	01-Apr-33	01-Oct-33	01-Apr-34	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46	01-Oct-46	
Period Start	31-Mar-30	30-Sep-30	31-Mar-31	30-Sep-31	31-Mar-32	30-Sep-32	31-Mar-33	30-Sep-33	31-Mar-34	30-Sep-34	31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46		
Period End																																				
Lease Rental Payments	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

TSA Payments	01-Oct-29	01-Apr-30	01-Oct-30	01-Apr-31	01-Oct-31	01-Apr-32	01-Oct-32	01-Apr-33	01-Oct-33	01-Apr-34	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46	01-Oct-46	
Not Indexed																																				
Indexed																																				
Real Service Payments NOT Indexed if Actual An																																				
125,000 for Type 1 & Type 2 Units, 95,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
135,000 for Type 1 & Type 2 Units, 105,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
145,000 for Type 1 & Type 2 Units, 125,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
155,000 for Type 1 & Type 2 Units, 135,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
165,000 for Type 1 & Type 2 Units, 145,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
175,000 for Type 1 & Type 2 Units, 155,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
185,000 for Type 1 & Type 2 Units, 165,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
195,000 for Type 1 & Type 2 Units, 175,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
205,000 for Type 1 & Type 2 Units, 185,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
215,000 for Type 1 & Type 2 Units, 195,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
225,000 for Type 1 & Type 2 Units, 205,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Real Service Payments Indexed if Actual Annual I																																				
125,000 for Type 1 & Type 2 Units, 95,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
135,000 for Type 1 & Type 2 Units, 105,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
145,000 for Type 1 & Type 2 Units, 125,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
155,000 for Type 1 & Type 2 Units, 135,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
165,000 for Type 1 & Type 2 Units, 145,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
175,000 for Type 1 & Type 2 Units, 155,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
185,000 for Type 1 & Type 2 Units, 165,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
195,000 for Type 1 & Type 2 Units, 175,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
205,000 for Type 1 & Type 2 Units, 185,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
215,000 for Type 1 & Type 2 Units, 195,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
225,000 for Type 1 & Type 2 Units, 205,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Nominal Service Payments if Actual Annual Mileag																																				
125,000 for Type 1 & Type 2 Units, 95,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
135,000 for Type 1 & Type 2 Units, 105,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
145,000 for Type 1 & Type 2 Units, 125,000 for T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
155,000 for Type 1 & Type 2 Units, 135,000 for T	0</																																			

Electricity Consumption

Consumption per unit per night (kWh)
 Consumption from Stabling for Type 1 Unit
 Consumption from Stabling for Type 2 Unit
 Consumption from Stabling for Type 3 Unit

Annual Consumption (kWh)

Type 1 Units
 Type 2 Units
 Type 3 Units

Electricity Consumed per annum from stabling

Cost (real)

Period Start	01-Oct-29	01-Apr-30	01-Oct-30	01-Apr-31	01-Oct-31	01-Apr-32	01-Oct-32	01-Apr-33	01-Oct-33	01-Apr-34	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46	
Period End	31-Mar-30	30-Sep-30	31-Mar-31	30-Sep-31	31-Mar-32	30-Sep-32	31-Mar-33	30-Sep-33	31-Mar-34	30-Sep-34	31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46	
Portion of Year	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%	50.10%	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%	49.83%	50.10%		
Electricity Consumed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Electricity Regenerated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stabling Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total NPV																																			

VTISM

VTISM cost per unit per Mile

Type 1 Units
 Type 2 Units
 Type 3 Units

Total

Total Unit Miles per annum

Type 1 Units
 Type 2 Units
 Type 3 Units

Total VTISM Cost (real)

Period Start	01-Oct-29	01-Apr-30	01-Oct-30	01-Apr-31	01-Oct-31	01-Apr-32	01-Oct-32	01-Apr-33	01-Oct-33	01-Apr-34	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46	
Period End	31-Mar-30	30-Sep-30	31-Mar-31	30-Sep-31	31-Mar-32	30-Sep-32	31-Mar-33	30-Sep-33	31-Mar-34	30-Sep-34	31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46	
Portion of Year	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%	50.10%	49.83%	50.10%	49.83%	50.10%	50.10%	50.10%	49.83%	50.10%	49.83%	50.10%		
VTISM Cost	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Performance Penalties

Nominal Cost per delay minute

Period Start	01-Oct-29	01-Apr-30	01-Oct-30	01-Apr-31	01-Oct-31	01-Apr-32	01-Oct-32	01-Apr-33	01-Oct-33	01-Apr-34	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46
Period End	31-Mar-30	30-Sep-30	31-Mar-31	30-Sep-31	31-Mar-32	30-Sep-32	31-Mar-33	30-Sep-33	31-Mar-34	30-Sep-34	31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46
Type 1 Units	1,327	1,363	1,363	1,400	1,400	1,438	1,438	1,476	1,476	1,516	1,516	1,557	1,557	1,599	1,599	1,642	1,642	1,687	1,687	1,732	1,732	1,779	1,779	1,827	1,827	1,876	1,876	1,927	1,927	1,979	1,979	2,033	2,033	2,087
Type 2 Units	1,327	1,363	1,363	1,400	1,400	1,438	1,438	1,476	1,476	1,516	1,516	1,557	1,557	1,599	1,599	1,642	1,642	1,687	1,687	1,732	1,732	1,779	1,779	1,827	1,827	1,876	1,876	1,927	1,927	1,979	1,979	2,033	2,033	2,087
Type 3 Units	1,327	1,363	1,363	1,400	1,400	1,438	1,438	1,476	1,476	1,516	1,516	1,557	1,557	1,599	1,599	1,642	1,642	1,687	1,687	1,732	1,732	1,779	1,779	1,827	1,827	1,876	1,876	1,927	1,927	1,979	1,979	2,033	2,033	2,087

Penalties

Period Start	01-Oct-29	01-Apr-30	01-Oct-30	01-Apr-31	01-Oct-31	01-Apr-32	01-Oct-32	01-Apr-33	01-Oct-33	01-Apr-34	01-Oct-34	01-Apr-35	01-Oct-35	01-Apr-36	01-Oct-36	01-Apr-37	01-Oct-37	01-Apr-38	01-Oct-38	01-Apr-39	01-Oct-39	01-Apr-40	01-Oct-40	01-Apr-41	01-Oct-41	01-Apr-42	01-Oct-42	01-Apr-43	01-Oct-43	01-Apr-44	01-Oct-44	01-Apr-45	01-Oct-45	01-Apr-46		
Period End	31-Mar-30	30-Sep-30	31-Mar-31	30-Sep-31	31-Mar-32	30-Sep-32	31-Mar-33	30-Sep-33	31-Mar-34	30-Sep-34	31-Mar-35	30-Sep-35	31-Mar-36	30-Sep-36	31-Mar-37	30-Sep-37	31-Mar-38	30-Sep-38	31-Mar-39	30-Sep-39	31-Mar-40	30-Sep-40	31-Mar-41	30-Sep-41	31-Mar-42	30-Sep-42	31-Mar-43	30-Sep-43	31-Mar-44	30-Sep-44	31-Mar-45	30-Sep-45	31-Mar-46	30-Sep-46		
Type 1 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Type 2 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Type 3 Units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total NPV																																				

Late Delivery Penalty (Programme)

Nominal Cost per vehicle month of delay

Nominal Cost per vehicle month of delay

Nominal Cost per vehicle month of delay

Type 1 Penalty

Type 2 Penalty

Type 3 Penalty

Late Delivery Penalty

