

Hitachi AT200

Stakeholder Consultation



Introduction

- Format of today's presentation
- Transforming the passenger experience ...



Procurement Programme

- Aug 2013: Abellio commence OJEU process
- Oct 2013: TS draft Train Technical Specification
- Jan 2014: TS final Train Technical Specification
- Mar 2014: Manufacture and Owner tenderers received
- Oct 2014: Hitachi and CRL appointed preferred Manufacturer and Owner
- Mar 2015: Contracts executed
- Apr 2015: ScotRail franchise commenced

Procurement Scope

- **Hitachi**
 - 24 x 4-car EMU (23m vehicle length. 1st class)
 - 46 x 3-car EMU (23m vehicle length. No 1st class)
 - Saloon mock up
 - Driver training simulator
 - Training courses, operating manuals, back office systems
 - Maintenance services for 10 years
- **ScotRail**
 - Joint Project Manager
 - Traincrew (testing & operation)
 - Timetable (testing & operation)
- **EGIP delivers electrification and Millerhill depot**

Delivery Programme

Abellio EGIP

Issue 1.2 (02 Mar 2015)

Design

- Design Freeze

Procurement

- Component Deliveries to Factory
- All Components Delivered for 1st Train

Mock-Up & Simulator

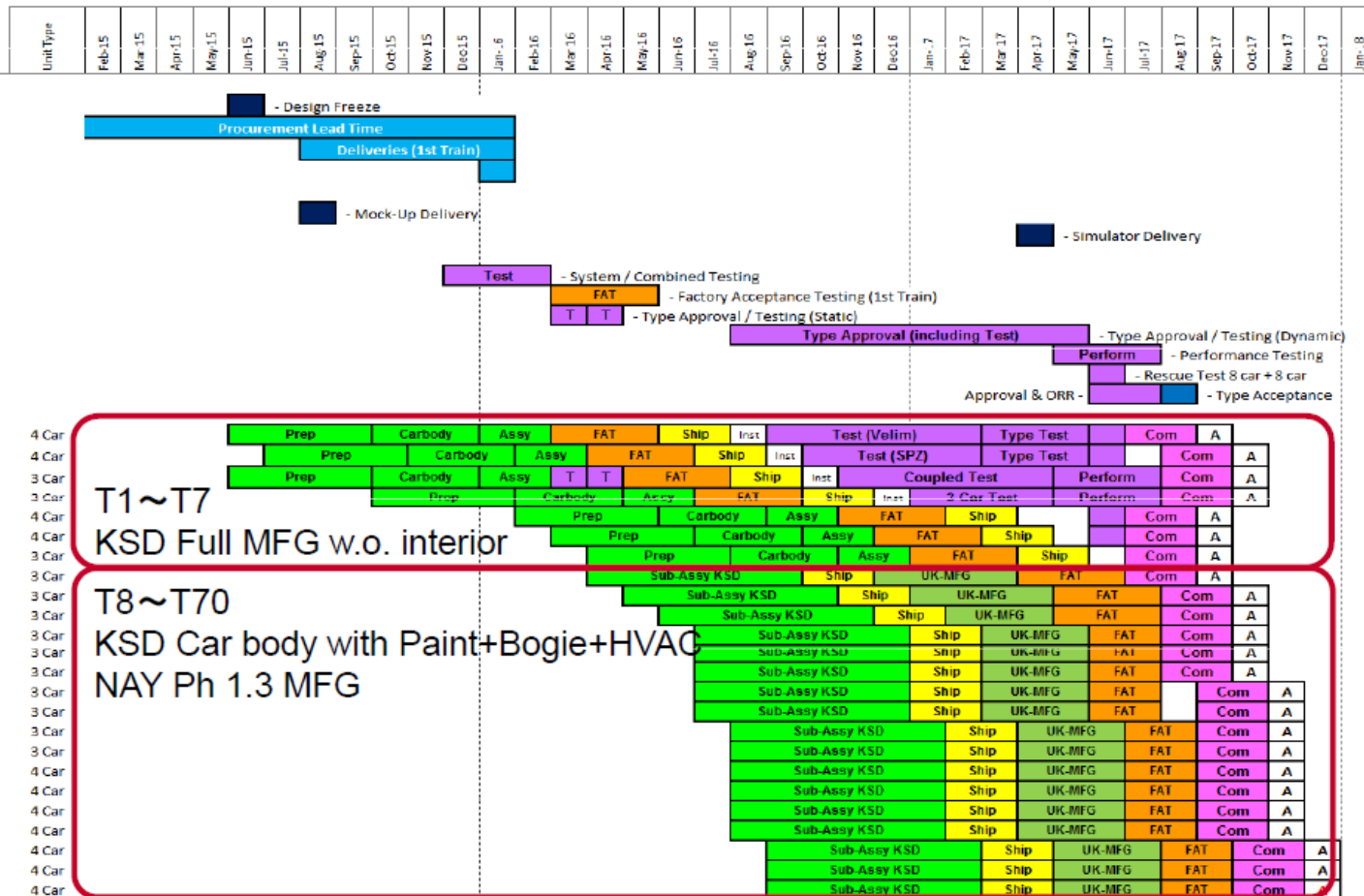
- Mock-Up Delivery
- Simulator Delivery

Testing

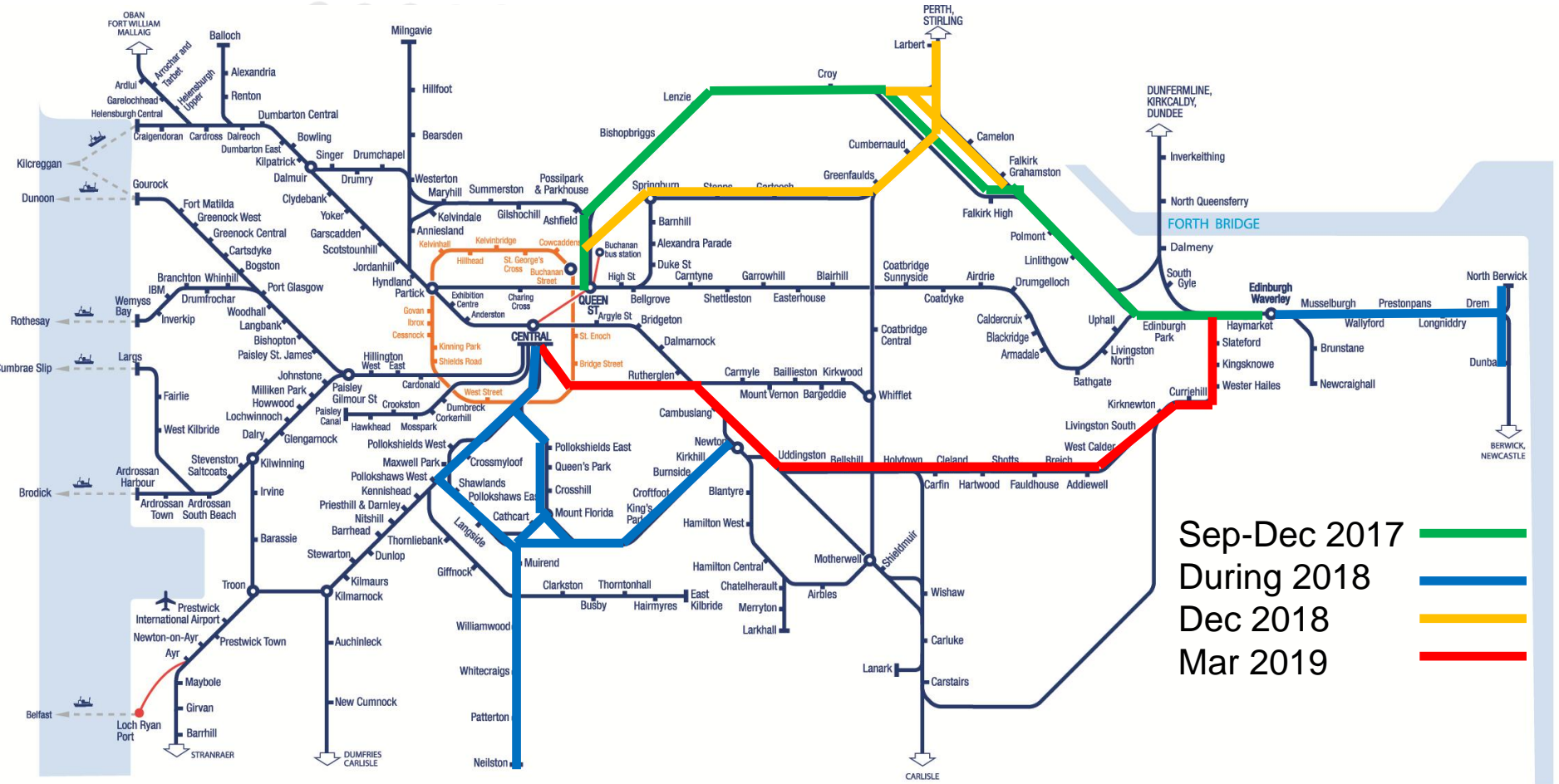
- System / Combined Testing
- Factory Acceptance Testing (1st Train)
- Type Approval / Testing (Static)
- Type Approval / Testing (Dynamic)
- Performance Testing
- Rescue Test 8 car + 8 car

Production Schedule

- Type Approval Train 1
- Type Approval Train 2
- Type Approval Train 3
- Type Approval Train 4
- Series Build Train 5
- Series Build Train 6
- Series Build Train 7
- Series Build Train 8
- Series Build Train 9
- Series Build Train 10
- Series Build Train 11
- Series Build Train 12
- Series Build Train 13
- Series Build Train 14
- Series Build Train 15
- Series Build Train 16
- Series Build Train 17
- Series Build Train 18
- Series Build Train 19
- Series Build Train 20
- Series Build Train 21
- Series Build Train 22
- Series Build Train 23
- Series Build Train 24



Proposed routes



Please note that this is an abbreviated version of our network and not all stations are shown. These stations are detailed in a separate map for legibility.

Vehicle interior

- Compliant with PRM - TSI
- Two toilets per Unit (3 and 4-car)
- Two wheelchair spaces per Unit
- 2 bicycle spaces per Unit
- Min of 266 seats (4-car)
- Passenger door control
- Power sockets per pair of seats
- Free WiFi
- Seat availability system
- Luggage stacks and overhead racks



Vehicle interior



Vehicle interior

UAT designed to meet the latest PRM TSI requirements



Vestibule design features



Layout changes during design

- Seat numbers reduced: 286 fixed to 257 fixed:
 - more bays
 - pitch increased
 - alignment with windows improved
 - priority seats moved to vestibule area
- Wheelchair spaces relocated
- Bicycle storage improved
- Flexible use area
- 1st class relocated and quality improved

Original



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Current Proposal



Adobe Acrobat
Document

Vehicle interior (comparison)

	380/1	380/0	170	Original 3xx (4-car)	Proposed 3xx (4-car)	Proposed 3xx (3-car)
First Class Seats	0	0	18	20	20	0
Std Class Seats	266	192	169	266	237	190
Total Fixed Seats	266	192	187	286	257	190
Std Class Tip-up Seats	17	17	2	11	16	16
Total Seats	283	209	189	297	273	206
UAT	1	1	1	1	1	1
Std Toilet	1	0	1	1	1	1
Bike spaces	2	2	2	2	2	2
Wheelchair Spaces	2	2	2	2	2	2
Luggage Stacks/vehicle	1	1	2	1	1	1
Airline Pitch	805-920mm	805-920mm	795-940mm	770-870mm	810-880mm	810-880mm
Bay Pitch	1770mm	1770mm	1880mm	1700mm	1770mm	1770mm

Thank You

- Discussion
 - Toilets
 - Luggage space
 - Priority seat and wheelchair locations
 - Bicycle storage
 - Flexible use area
 - Door controls
 - Announcements / displays
 - Colour contrast
 - Signage
- What have we missed?