



Fremtidens Tog

Summary of findings from the RFI process for Passenger Coaches

August 2018

Contents

1.	Background	4
2.	Summary of Findings	5
	Product Platform	5
	PRM Access Solution	5
	Self-catering Station	5
	Timeline and Delivery Rate	5



1. Background

DSB operates a 1668 km network of railways across Denmark. Some 640 km of the rail network is electrified, and programs are on-going to significantly extend 25kV AC electrification across the Danish rail network. The remaining rail network is currently operated with diesel rolling stock, many of which will soon be replaced.

To upgrade the Danish rail network, the Danish State has initiated two separate, but related programs for the infrastructure: 1) to significantly extend 25kV AC electrification across the Danish rail network, and 2) implement ERTMS signaling throughout the rail network. In addition to these, the Rolling Stock program Future Trains will procure new electric passenger rolling stock.

The Program comprises the procurement and introduction of new electric rolling stock compatible with the Danish rail network in the form of both electric multiple units (EMUs) for national operations and new passenger coaches for national and international operations.

In 2016, 2017 and 2018, DSB carried out a comprehensive market investigation to assist the writing of the requirements for procuring new passenger trains including both trainsets and passenger coaches. The information gained from the market investigation contributed as the necessary foundation for the several decisions to be made when procuring new passenger trains. Such decisions will then result in the final specifications included in the tender package.

As a key part of the market investigation, a Request for Information (RFI) for passenger coaches was organized, providing DSB with a deeper understanding of the market. The RFI for passenger coaches build upon the wider RFI for new passenger trains started in 2016. The RFI 2016 was initiated via an open invitation to all interested suppliers send out via the European public procurement journal, Tender Electronic Daily (TED). Ten rolling stock suppliers participated in the RFI-process and six out of the ten suppliers responded to the RFI on passenger coaches. The six remaining participating suppliers have a significant market share of the European segment and, hence, are regarded representative for the relevant market. The part of the RFI concerning passenger coaches specifically included the same suppliers.

The RFI on passenger coaches consisted a written questionnaire. The suppliers handed in their responses to DSB via e-mail. The questionnaire relevant for this summary was launched by DSB in December 2017 and DSB received the responses in 2018.

Clarification: this summary focuses on the information gained on the RFI questionnaire performed specifically on passenger coaches (responses received in 2018) and does not include the information related to the general RFI 2017 session (which encompassed both electric multiple units -EMUs- and a specific section on passenger coaches). For more information on the general RFI 2017 session, please refer to the document "Summary of findings from the 2017 RFI process".

All RFI-related information has been shared on a "without prejudice" basis. In the following, DSB has made a short summary of the topics and findings of the RFI. Since the information shared during the RFI process has been subject to a confidentiality declaration, the summary has been made with respect of this confidentiality obligation.



2. Summary of Findings

Product Platform

After a brief, high-level description of the needs of DSB related to passenger coaches, DSB asked the suppliers which product platform they would expect to meet these requirements best. All suppliers provided a description of the product platform that they deemed would suit best DSB needs, highlighting key characteristics, advantages etc. Some suppliers provided also a number of drawings of the mentioned platforms. One of the key subjects that was addressed regards the maximum speed of the train. Multiple parts of the Danish network are currently being upgraded to 200 kph operation and several new routes have been designed for operations at 200 kph or higher. Furthermore, DSB upcoming vehicles (both locomotives and EMUs) will be designed for operations at the same speed. Therefore, DSB was interested in understanding the capability of the suppliers to provide passenger coaches with a maximum speed of 200 kph or, at least, 189 kph. The majority of the suppliers claimed an operational speed in the range 189-200 kph, few up to 250 kph (optionally) and one suggested a product currently operating at 160 kph, which can however be delivered at an operational speed of 189 kph or 200 kph.

PRM Access Solution

DSB was also interested in receiving input on the PRM access solution that the OEMs would suggest to fulfill the requirement of PRM access for both 760 mm and 550mm platform heights. Three suppliers claimed to have entrance doors at both 550 mm and 760 mm, the other suppliers suggested solutions such as auxiliary PRM devices, automatic sliding steps or TSI-compliant steps to cope with the issue.

Self-catering Station

Another topic addressed in the RFI regards self-catering stations; DSB asked the suppliers to elaborate on the self-service catering station in terms of functionality, performance, reliability and required service and maintenance. Some suppliers did not comment on this, while others provided DSB with a comprehensive answer as well as some pictures / drawings of examples of self-service vending machines.

Timeline and Delivery Rate

DSB asked the suppliers input on time-related aspects, such as the expected time between contract signing and delivery of the first full standard coach formation and the expected delivery rate after delivery of the first unit. Responses varied. Regarding delivery time (months from contract signature to first car ready for operation), the suppliers' estimates ranged from 24 months to 48 months, regarding delivery rate (coaches / months) the suppliers' estimates ranged from 2 trailer coaches / month to 22 trailer coaches / month.

