

June 2017 Newsletter



Dear Colleagues,

We are delighted to welcome you to the 2017 Associate event; held to build the sense of community amongst our network of Associates and staff and an opportunity for us to say thank you for your efforts over the past year.

The FCP financial year runs from April to March and our revenue for the current year is currently forecast to be almost exactly 50% UK and 50% international. This is no bad thing as the UK market conditions are currently difficult to predict; whilst ambitious plans are set out in the National Infrastructure Plan, this is set against a back-drop of a febrile political environment and the uncertainty of Brexit. Nevertheless our core UK rail market continues to prove resilient at present and with the addition of new Directors in myself and Jonathan Barwick in the North, we are developing a healthy pipeline of new opportunities.

In this newsletter we have provided a snap-shot of some of our current projects, which we hope you will find interesting. If you would like to find out more, please talk to one of the Directors or named Associates.

Finally, please do let us have any suggestions for future newsletters, events or ideas for the business; it's a two-way relationship and what we all get out of it is a function of what we put in.

Please relax and enjoy the evening.

Best regards,
Geoff Smith, Director

Project: Metrolinx RER Program

A massive transformation of the Ontario rail network—the backbone of regional rapid transit in the Greater Toronto and Hamilton Area, the RER program will increase capacity and reduce travel times. Our largest single engagement at the current time, FCP is deeply involved and providing the following services:

Developing the Operations Plan with all supporting documentation and Train Models to support two-way all-day services with 15-minute headways;

Developing the scope definition and proof-of-concept documents to support an AFP Contract (i.e. Concept of Operations, Concept of Maintenance, etc.);

Reviewing technical specifications prepared by external consultants to determine if they align with the above scope definition / proof-of-concept documents;

Participation in Working Groups and panel meetings as required. These may include financial, technical, commercial, or legal groups or discussions and may be internal or external based out of Toronto; and

Developing and presenting technical briefing papers and/or presentations to various groups within the Metrolinx organization.

FCP's team working on this project are: *Michael Schabas; Ian Horseman Sewell; Mark Leving; Mike Hogg; Arthur Walker; Bob Brook; Steve Hall; Chris Phillimore; Richard Wenham; Phil Graham; Tom Hill; John Segal; Steve Hoskins; Dino Trubiano; Mike Kersley*



Photo shows a Metrolinx RER train

Project: California High Speed Rail

An FCP team is currently working on the seventh piece of work reviewing ridership, revenue, operations and maintenance plans for the California HSR Authority.

California's HSR system will be the first of its kind in the USA and when completed will link San Francisco in the north with Los Angeles in the south. Part of the route will be along existing infrastructure which will be shared with freight and commuter services while the 120-mile central section will be a brand new, dedicated high-speed line.

One of the conditions of the enabling legislation for California HSR is a requirement to demonstrate that the service will operate without the need for an ongoing public subsidy. FCP's work has centred on reviewing the ridership, revenue, operations and maintenance plans produced by the Authority to provide external validation that this will be the case. FCP's team working on this project are: *Michael Schabas, John Segal, Piers Connor, Tony Mercado, Amanda Leness and Jonathan Barwick.*

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Client: Department for Transport
Project: Maximising Third Party Funding for UK Rail

For the last 3 months, FCP has been undertaking research to help DfT understand how to maximise 3rd party funding for UK rail projects. The review has focused on understanding the funding landscape, identifying barriers to 3rd party investment in rail and outlining what can be done to address these barriers.

Interest and support from the rail community has been strong, with many interviews leading to further leads and follow up discussions. Over 40 consultations have been completed to date with representatives from Developers, Local Authorities, LEPs, Regional Transport bodies, Infrastructure Pension funds, TOCs, ROSCOs, Financial Institutions, DfT, ORR, HMT, Network Rail and other Private equity sources. Notable consultees include Mark Carne, Jeremy Westlake, Frances Poanesca, Adrian Shooter, Rob Holden and David Hoggarth.

Final deliverables in the form of a report and best practice guide are due to be issued by end of August.

FCP's team working on this project are: *Tim Cromack, Geoff Smith, Mary Bonar, Vidhi Mohan and John French. Thanks also for contributions from other FCP consultees; Michael Schabas, John Self, Jonathan Barwick, Mike Jones, Mark Leving, Bill Davidson, Mike Hogg, Ralph Goldney and Michael May.*



Photo showing Irlam Station Regeneration, Hamilton Davies Trust, Salford.

Project: Pan European Rail Freight Locomotive

This study was commissioned to investigate the feasibility of establishing a freight locomotive which can run through the Channel Tunnel from England into France and beyond. To do this the locomotive must run through the rail networks operated by different infrastructure rail networks operated by different infrastructure managers: HS1 (London-Channel Tunnel), Eurotunnel (Channel Tunnel), SNCF (French "Classique" network) with a desirable option to also run on Network Rail's classic routes. The FCP report identified three principle options for establishing the "pan-Euro loco" and how each met the

requirements of each infrastructure network along with indicative costings, risks and implementation issues. DfT will be considering the options as it develops further policy in this space.

NOTE: *Both pieces of work have been undertaken through DfT's Specialist and Technical Advisers for Rail (STAR) framework. DfT have declared that 40% of all future consultancy work through this framework must be performed by SME's which is great news for firms like FCP and we are currently developing or awaiting the results of a number of other proposals.*

Solution: Wheel Rail Interface Management (WRIM)

FCP has formed an alliance with a leading university and technology company to develop an innovative new approach to optimise the planning and execution of this critical rail maintenance activity. The solution involves the application of Bayesian statistical techniques to relevant data-sets to optimise works of planning, which makes greater use of new milling equipment rather than the more traditional grinding techniques historically used in the UK. We believe it can offer significant "whole-industry benefits" and have had interest from a number of potential clients. Watch this space!!

And finally....

FCP is proud to have launched an improved website. Please visit www.fcpworld.net. We are also introducing an Associate Handbook with useful information about FCP, our work and how you can get involved.

We are currently transitioning to ISO9001: 2015 Certification.

FCP recently hosted a table at the annual Railway Study Association dinner in May.

Since May, we have been lucky enough to have had the help of William Shaw from Massachusetts. William previously worked for Congressman Seth Moulton, a champion for the development of 21st century public transportation policies in the United States. We wish William all the very best as he returns home and hope to see him again at FCP.