



ASLEF Political Update – May 2009

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Railways: Network Rail

Asked By Earl Attlee

To ask Her Majesty's Government whether they have any plans to amend the corporate governance arrangements for Network Rail.

The Minister of State, Department for Transport (Lord Adonis): My Lords, Network Rail is a private sector company limited by guarantee. Changes to Network Rail's corporate governance are matters for its board and members and the independent Office of Rail Regulation, not for Ministers.

Earl Attlee: My Lords, I thank the Minister for that reply. Given the widespread concern regarding Network Rail's corporate governance and, most importantly, its operational effectiveness, why has his department not exercised its right as a special member to appoint a director to the Network Rail board?

Lord Adonis: My Lords, it is not corporate governance that is the point at issue, we believe, but how Network Rail's executives go about the business of improving the efficiency of its operations. The ORR's recent determination gives Network Rail very significant incentives to improve its efficiency by 21 per cent over the next five years. We believe that the managers of Network Rail need to concentrate relentlessly on improving efficiency, and it is a matter for Network Rail itself whether it believes that changes in corporate governance will help to that end.

Lord Faulkner of Worcester: My Lords, while accepting what my noble friend said in his first Answer—that the governance of Network Rail is not a matter for Her Majesty's Government—no doubt he will express some pleasure at the decision of its chief executive to forgo the bonus last year, which presumably was in response to some gentle pressure which he applied to himself. Is my noble friend aware that this is very welcome indeed?

Lord Adonis: My Lords, the decision was taken by the chief executive of Network Rail entirely on his own account. However, I have always subscribed to the wise words of Ralph Waldo Emerson that the reward for a job well done is to have done it.

Railways: South East

Mr. Evennett (Con): To ask the Secretary of State for Transport how many rail services Southeastern Railway has cancelled in the last 12 months. [273205]

Paul Clark: In the year to 31 March 2009, London and South Eastern Railway cancelled 7,326 trains. This is 1.2 per cent. of the number of trains that they planned to operate.

Railways: Fares

Norman Baker (LD): To ask the Secretary of State for Transport if he will take steps to prevent train operating companies raising the cost of unregulated fares further during 2009. [272411]

Paul Clark: Unregulated fares are a commercial matter for train operators who are free to set them on a commercial basis. Train operators face strong competition from the private car, coaches and airlines and will set fares to compete: it is not in their interest to price people off the railway as this would reduce their revenue.

Norman Baker: To ask the Secretary of State for Transport what discussions he has had with (a) National Express East Coast, (b) First Great Western, (c) East Midlands Trains, (d) First Capital Connect and (e) CrossCountry on plans to raise the cost of unregulated fares. [272421]

Paul Clark: Unregulated fares are a commercial matter for train operators who are free to set them on a commercial basis. Department for Transport officials hold regular meetings with train operators, during which a wide range of topics are discussed.

Railways: Franchises

Mr. Sanders: To ask the Secretary of State for Transport what criteria are used to determine the minimum service provisions of train operating companies' franchise agreements; and what processes there are for consultation with passengers on any changes in these provisions. [274408]

Paul Clark: The service provisions within franchise agreements are consulted upon by the Department for Transport as part of the franchise reletting process. Such consultations usually involve all relevant local authorities, passenger transport executives (PTE's) and other major stakeholders, user groups and user representatives such as Passenger Focus.

The minimum level of service—as described within the service level commitment detailed within the franchise agreement—is determined by a combination of:

Deliverability (i.e. can it be timetabled alongside all other services);

Cost;

Demand and Revenues;

Overall levels of service.

Train operators are required to consult stakeholders where they propose changes to these minimum service levels, and the Department will consider these responses alongside other evidence from operators in deciding whether such changes are appropriate.

Railway Stations: Access

Sarah Teather (LD): To ask the Secretary of State for Transport what plans (a) his Department and (b) Network Rail has to provide step-free access at each of the former Silverlink rail stations which also have Bakerloo Line platforms. [274708]

Paul Clark: The Department for Transport and Network Rail currently have no plans to provide step-free access to the former Silverlink overground platforms at these stations, which comprise Harrow and Wealdstone, Willesden Junction, and Queens Park. Decisions regarding the provision of step-free access to London Underground services at these stations are the responsibility of Transport for London, contact details for which can be found at

<http://www.tfl.gov.uk/>

Sarah Teather: To ask the Secretary of State for Transport how many railway stations do not have step-free access. [274709]

Paul Clark: Detailed information about station facilities is held and maintained by train operators and the Association of Train Operating Companies (ATOC) and not by the Department for Transport. However, studies for the Strategic Rail Authority in 2005 showed that approximately 50 per cent. of stations provided step-free access routes to platforms, covering 57 per cent of journeys.

In March 2006 the Railways for All Strategy was launched, which includes £370 million of Access for All funding for station improvements over a 10 year period, in addition to access improvements delivered as part of rail franchises and major investment projects. We anticipate that over 80 per cent. of journeys will start or end at a step-free station by 2015.

Track Renewals

Hugh Bayley (City of York) (Lab): How much funding his Department contributed to track renewals in the last five years; and how much it plans to contribute for such purposes in the next five years. [275285]

The Secretary of State for Transport (Mr. Geoffrey Hoon): The Government have allocated some £15 billion to the railways over the next five years. This is part of a total of £26.7 billion that Network Rail has to manage and improve the network over that period. We do not allocate funding specifically for track renewals. It is for Network Rail to decide the level of expenditure on track renewals given its overall funding, which is determined by the Office of Rail Regulation.

Hugh Bayley: The Government are right to invest in transport infrastructure during the economic downturn, but despite having more money, Network Rail this year cut its spending on track renewals, and Jarvis plc, a York-based company that does such work, had to make 450 people redundant. Would it not be better for the Government's money to be used to improve the railway, not to make redundancy payments? Will the Secretary of State press Network Rail to sign next year's contracts as soon as possible, so that some of these men can go back to work?

Mr. Hoon: My hon. Friend has consistently and conscientiously raised the position of his constituents, and I well understand why he does so. I appreciate the arguments that he puts forward, and I was grateful to him for coming to see me and raising these matters directly. I emphasise that Network Rail's total output will remain as previously planned. One reason for rephasing the work is to allow what is essentially new technology to be available in the form of modular sets of points and new equipment that will allow the work to be done more efficiently and effectively. I repeat that the total amount of work will be unchanged by the rephasing.

Mr. James Clappison (Hertsmere) (Con): Is the Secretary of State aware that the condition of the track, and particularly the points system, goes to the heart of the issues concerning the Potters Bar rail crash, which now took place more than seven years ago? I appreciate the personal interest that he has taken in this case, but does he agree that seven years is far too long to have to wait for an inquiry into these important issues?

Mr. Hoon: I am grateful to the hon. Gentleman for raising this issue, which I have taken seriously in the time that I have been in this position. I recognise the anxiety of those most directly affected by the terrible tragedy that took place, and it is important that we resolve that as soon as possible by an appropriate form of inquiry.

Mrs. Louise Ellman (Liverpool, Riverside) (Lab/Co-op): I welcome the investment in Network Rail, but is it not time that some urgency was shown in improving Network Rail's efficiency, so that major parts of the network are not closed down on bank holidays, stopping people being able to travel around the country and forcing more cars on to the roads?

Mr. Hoon: I have regular meetings with Network Rail and I can assure my hon. Friend that that is something that we regularly discuss. Network Rail is in no doubt of the importance of achieving greater efficiency in the work that it does and it recognises the problems that the kinds of stoppages she describes cause to an increasing number of passengers at weekends, when our railway is increasingly busy, so I hope Network Rail will address the matter.

Mr. Brooks Newmark (Braintree) (Con): Braintree has seen tremendous growth in the past 10 years, yet there is only a single track between Witham and Braintree. Is the Minister aware of any progress that has been made on what is known locally as the Crossing loop, which is dualling the track between Witham and Braintree?

Mr. Hoon: I am not specifically aware of the particular piece of track, but I will write to the hon. Gentleman once an appropriate answer is available. What I can say to him is that I recognise that there are capacity questions right across our network, which is entirely the result of the remarkable success of our railways in recent years. We now carry more passengers than at any time since 1946, which necessarily means that there are capacity questions, and this Government are addressing them.

Kelvin Hopkins (Luton, North) (Lab): The fact is that track renewals under privatisation cost many times what they cost under British Rail, and the work is certainly done no better. Has my right hon. Friend investigated why that is the case, and does it not argue strongly in favour of public ownership as opposed to privatisation?

Mr. Hoon: On every occasion that I do Transport questions, I need to say that I come from a railway family. Since both my parents and my grandfather worked for the railway and were involved in British Rail, I have a natural predisposition to what my hon. Friend suggests. Unfortunately, however, the evidence is against him, and I suspect that if he examined the costs of British Rail he would not find much support for his contention.

Norman Baker (Lewes) (LD): Perhaps I should declare an interest as a former employee of British Rail. Network Rail promised a year ago to move towards a seven-day railway, yet we have seen no progress. For example, in Lewes, between 1 January and the end of March, on 11 weekends there were rail replacement buses instead of a proper train service, which is simply unacceptable. Is it not time to give Network Rail an incentive to move towards a seven-day railway, and would it not be a good idea to reduce ticket prices by, say, a third, when there are rail replacement buses?

Mr. Hoon: I am sure that British Rail regretted the loss of the hon. Gentleman's service, and I hope that he can make a contribution to the future of the railways in his current position. I accept that it is important that we move towards a seven-day railway, and that, as I said in answering the previous question, we find ways to co-operate with Network Rail on weekend journeys, because so many more passengers are using the railway at weekends. That means looking at innovative ways of attracting passengers on to the railway. Weekend and off-peak prices are very competitive these days, but I am confident that his suggestions will be looked at seriously by the train operating companies.

Stations' Champions

Michael Fabricant (Con): To ask the Secretary of State for Transport what the remit of stations' champions is; and if he will make a statement. [275300]

Paul Clark: The two station champions, Sir Peter Hall and Chris Green, have been asked to advise on ways to improve stations, considering the broader role of stations in the future and the minimum levels of service and facilities that should be offered, as well as identifying improvements that can be made in the shorter term.

London-Scotland High-speed Rail Link

John Barrett: To ask the Secretary of State for Transport What recent discussions he has had with the Scottish Executive on proposals for a high-speed rail link between London and Scotland. [275301]

Mr. Hoon: My noble Friend the Minister of State for Transport, Lord Adonis last met the Scottish Executive Minister for Transport, Infrastructure and Climate Change, the Cabinet Secretary for Finance and Sustainable Growth, and Transport Scotland officials on 24 April 2009, to discuss high speed rail.

Railways

Mr. Mark Field: To ask the Secretary of State for Transport how many passenger miles have been travelled on railways in Great Britain in each year since 1979. [274399]

Paul Clark: Table 1.1 of the 2008 edition of Transport Statistics Great Britain shows the following levels of passenger kilometres travelled by rail in each year since 1979:

<i>Year⁽¹⁾</i>	<i>Billion passenger kilometres⁽²⁾</i>
1979	35
1980	35
1981	34
1982	31
1983	34
1984	35
1985	36
1986	37
1987	39
1988	41
1989	39
1990	40
1991	39
1992	38
1993	37
1994	35
1995	37
1996	39
1997	42

1998	44
1999	46
2000	47
2001	47
2002	48
2003	49
2004	50
2005	52
2006	55
2007	59
⁽¹⁾ Rail data are recorded in financial years.	
⁽²⁾ 1 kilometre = 0.6214 mile.	

'Transport Statistics Great Britain 2008 Edition' is available on the Department for Transport website at the following link:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/tsgb/2008edition/>

Railways: Finance

Norman Baker: To ask the Secretary of State for Transport what the scope of his Department's powers is to alter the level of Control Period 4 funding; and if he will make a statement. [274391]

Paul Clark: The Periodic Review settlement may be revised by means of an interim review. The Office of Rail Regulation may trigger an interim review if it believes that the settlement can no longer be funded as agreed. In forming its view, the Office of Rail Regulation is required to take account of any representations from the Department for Transport.

First Great Western: Finance

Mr. Drew: To ask the Secretary of State for Transport what steps his Department has taken to monitor First Great Western's performance in delivering its financial commitments since the last review. [272996]

Paul Clark: Officials meet First Great Western at least every four weeks to review progress of the franchise. The franchise agreement sets out a standard agenda for these meetings, which includes financial performance and performance of the franchisee in meeting its contractual commitments. The Department for Transport is satisfied that First Great Western is meeting its financial commitments.

First Great Western: Standards

Mr. Drew: To ask the Secretary of State for Transport how many train services have been cancelled by First Great Western in the last 12 months. [272997]

Paul Clark: In the 12 months to 30 March 2009, 7,024 First Great Western trains were cancelled. Of this total, 3,055 cancellations were attributable to First Great Western itself, the others being caused by Network Rail or by other train operators. These figures include partial cancellations (where a train departs but does not complete its planned journey).

Mr. Drew: To ask the Secretary of State for Transport what assessment he has made of the performance of First Great Western in delivering its commitment to improve service reliability. [272998]

Paul Clark: Officials meet First Great Western at least every four weeks to review overall progress of the franchise. Officials also meet First Great Western at the milestone reporting sessions contractualised in the remedial agreement to review progress in reducing train cancellations against the provisions of that agreement. First Great Western is currently compliant with the cancellations reduction trajectory contained in the remedial agreement.

Railways: Franchises

Norman Baker: To ask the Secretary of State for Transport what recent representations his Department has received from train operating companies on the financial viability of extant rail franchises. [274389]

Paul Clark: The Department for Transport has regular discussions with all train operators who have franchise contracts with the Government as part of our ongoing monitoring system.

Mr. Graham Stuart: To ask the Secretary of State for Transport how many train services on the East Coast Main Line have been cancelled by National Express since it assumed the franchise; how many were cancelled by GNER in each of the last five years of its existence; and if he will make a statement. [275033]

Paul Clark: The following table shows the number of cancellations.

<i>Franchisee</i>	<i>Reporting period</i>	<i>Full cancellations</i>
GNER	1 April 2003 to 31 March 2004	661
	1 April 2004 to 31 March 2005	559
	1 April 2005 to 31 March 2006	546
	1 April 2006 to 31 March 2007	805

	1 April 2007 to 8 December 2007	763
NXEC	9 December 2007 to 31 March 2008	234
	1 April 2008 to 31 March 2009	625

In the last five years of its existence, GNER cancelled an average of 55 trains per month. Since taking over the East Coast franchise, National Express East Coast (NXEC) have cancelled an average of 51 trains per month. This is against a backdrop of an increased number of services. Having established themselves in the franchise, NXEC have significantly improved performance.

Since the start of the NXEC franchise, the PPM Moving Annual Average (MAA) has risen from 81.2 per cent. to 86.9 per cent. In the last four weeks, period ending 31 March 2009, NXEC cancelled 37 trains and achieved a record PPM of 91.9 per cent.

Virgin Trains

Norman Baker: To ask the Secretary of State for Transport what topics were raised in the discussions his Department has had with Virgin Trains in the last six months. [274390]

Paul Clark: In the last six months, Department for Transport officials met Virgin West Coast every four weeks to review the financial, operational and contractual performance of the franchise. In addition, Ministers and senior officials from the Department held separate meetings with Virgin West Coast to discuss implementation of the December 2008 timetable and subsequent performance issues.

Railways: Franchises

Norman Baker: To ask the Secretary of State for Transport whether the bond deposited by a train operating company awarded a rail franchise is fully forfeit in the event of a unilateral termination of the franchise by that company. [276327]

Paul Clark: In the event that a franchise is terminated the performance bond would be called. However, the bond can only be used to cover costs. As such if there are any funds left after those costs have been discharged we would have to repay the balance.

John McDonnell: To ask the Secretary of State for Transport what meetings his Department has had with each rail franchise company in each month of 2009; and what requests from such companies to modify franchise agreements he has received in that period. [276448]

Paul Clark: Meetings are held regularly with each train operating company (TOC) during the normal course of business. These include regular formal franchise

performance meetings with each TOC every four weeks. There are also a range of meetings about various projects which impact on operations and working level meetings around specific aspects of franchise delivery.

During the normal course of business TOCs may request contract changes and derogations to the franchise agreement. However, the Department for Transport does not accept changes which amount to renegotiating terms of the franchise agreements.

Railways: Freight

Mr. Sanders: To ask the Secretary of State for Transport what recent discussions he has had with the Secretary of State for Business, Enterprise and Regulatory Reform on rail freight transport; and what steps he is taking to increase the proportion of freight transported by rail. [275517]

Paul Clark: There have been no discussions on rail freight transport with the Secretary of State for Business, Enterprise and Regulatory Reform.

To encourage the transfer of freight from road to rail we have recently announced additional funding of £67 million to the Sustainable Distribution Fund. £61 million of this is allocated to the capital budget from which the Freight Facilities Grant allocations are made.

In the last two years the Government have announced record levels of rail freight investment to support continued growth including £200 million towards the development of a Strategic Freight Network and over £150 million of funding towards the provision of infrastructure enhancement for freight through the Productivity Transport Innovation Fund.

Railways: South West

Mr. Sanders: To ask the Secretary of State for Transport if he will assess the effect of the removal of South West Trains services west of Exeter from December 2009 on the economy. [276178]

Paul Clark: Analysis conducted as part of the franchise replacement process recommended the withdrawal of the four South Western services per weekday west of Exeter. From a National Rail perspective loss of revenue is minimal as there are alternative services operated by other train operators, with clear national financial benefit for this change of circa £5.5 million net present value (NPV) over the franchise. This will enable an hourly service to be introduced between Exeter and London Waterloo, a long held local and regional authority ambition, which will have a significant benefit to the Devon economy.

Railways: Carbon Emissions

Mr. Sanders: To ask the Secretary of State for Transport if he will make an estimate of the likely effects on levels of carbon dioxide emissions of the planned electrification work on the rail network. [276020]

Paul Clark: The Department for Transport is working with the rail industry to assess the case for electrifying the Great Western and Midland Main Lines. Electrifying these two lines would reduce rail's carbon emissions by approximately 3 per cent. or 80,000 tonnes of carbon dioxide per year.

Railways: Franchises

Norman Baker: To ask the Secretary of State for Transport which rail franchise contracts provide for a time extension; what time extension is available in each case; and what conditions govern the extension. [276328]

Paul Clark [*holding answer 19 May 2009*]: With the exception of Southern Railway which is due to terminate on 19 September 2009, all English and Welsh rail franchises have an option for a time extension based on certain criteria. The criteria may be seen in the following table:

<i>Franchise name</i>	<i>Trading name</i>	<i>Start date</i>	<i>Nominal end date</i>	<i>Extension</i>
First Capital Connect Ltd.	First Capital Connect	April 2006	March 2010	The full term of the franchise is for nine years until 2015, but this depends on meeting performance targets. At the end of the fourth year these were met which gave an automatic two-year extension, and a further extension for up to three years is at the discretion of DfT.
London Eastern Railway Ltd.	National Express East Anglia (NXEA)	April 2004	March 2011	There is the possibility of a three-year extension to March 2014 based on a Continuation Review. If NXEA passes, DfT will extend, but NXEA can decide not to take up extension. If NXEA fails, DfT can decide to offer to extend the franchise but NXEA has the right to refuse. DfT can extend by up to

				seven periods at either expiry date.
c2c	c2c	May 1996	May 2011	There is a potential seven period extension at DfT's discretion, or 26 period extension by mutual agreement.
Northern Rail Ltd.	Northern	December 2004	September 2011	There is the possibility of a two-year extension to September 2013 based on a Continuation Review. If Northern passes, DfT will extend, but Northern can decide not to take up extension. If Northern fails, DfT can decide to offer to extend the franchise but Northern has the right to refuse. DfT can extend by up to seven periods at either expiry date.
West Coast Train (WCT)	Virgin Trains	March 1997	March 2012	There is a potential seven period extension at DfT discretion.
London and South Eastern Railway Ltd.	Southeastern	April 2006	March 2012	There is the possibility of a two-year extension to March 2014 based on a Continuation Review. If LSER passes, DfT will extend, but LSER can decide not to take up extension. If LSER fails, DfT can decide to offer to extend the franchise but LSER has the right to refuse. Dates are dependent on introduction of SLC2.
First/Keolis TransPennine Express Ltd.	TransPennine Express	February 2004	December 2012	There is a potential seven period extension at DfT discretion or 65 period extension by mutual agreement.
First Greater Western Ltd.	First Great Western	April 2006	April 2013	There is the possibility of a three-year extension to March 2016 based on a Continuation Review. If FGW passes, DfT will extend, but FGW can decide not to take up extension. If FGW fails, DfT can decide to offer to extend the franchise but FGW has the right to refuse.

				DfT can extend by up to seven periods at either expiry date.
London and Birmingham Railway Ltd.	London Midland	November 2007	November 2013	There is the possibility of a two-year extension to September 2015 based on a Continuation Review. If LM passes, DfT will extend franchise. If LM fails, DfT can impose an extension. DfT can extend by up to seven periods at either expiry date.
East Midlands Trains Ltd.	East Midlands Trains	November 2007	November 2013	There is the possibility of an 18-month extension to April 2015 based on a Continuation Review. If EMT passes, DfT will extend franchise. If EMT fails, DfT can impose an extension. DfT can extend by up to seven periods at either expiry date.
Arriva Trains Cross Country Ltd.	Crosscountry	November 2007	November 2013	There is the possibility of a two-and-a-half year extension to March 2016 based on a Continuation Review. If XC passes, DfT will extend franchise. If XC fails, DfT can impose an extension. DfT can extend by up to seven periods at either expiry date.
NXEC Trains Ltd.	NXEC	December 2007	December 2013	There is the possibility of an 18-month extension to March 2015 based on a Continuation Review. If NXEC passes, DfT will extend franchise. If NXEC fails, DfT can impose an extension. DfT can extend by up to seven periods at either expiry date.
Stagecoach South West Trains Ltd.	Stagecoach South West Trains	February 2007	February 2014	There is the possibility of a three-year extension to February 2017 based on a Continuation Review. If SSWT passes, DfT will extend franchise. If SSWT fails, DfT can impose an extension. DfT can extend by up

				to seven periods at either expiry date.
Arriva Trains Wales/Trenau Arriva Cymru Ltd.	Arriva Trains Wales	December 2003	October 2018	Franchise Managed by Welsh Assembly Government. ATW has five-yearly efficient operator reviews which ATW must pass to continue to operate for another five years.
The Chiltern Railway Company Ltd.	Chiltern	March 2002	December 2021	There is no extension period for Chiltern Railways but DfT has the right to “shrink back” the franchise term to June 2014 if infrastructure schemes submitted by Chiltern are not deemed to be “sufficient”.

Norman Baker: To ask the Secretary of State for Transport for what maximum period of time a rail passenger service can be temporarily withdrawn before (a) the service must be fully restored and (b) closure provisions are enacted. [276725]

Paul Clark: No maximum time period is specified under the Railways Act 2005 for which a rail passenger service can be temporarily withdrawn.

Norman Baker: To ask the Secretary of State for Transport whether it is permissible for a rail passenger service to be temporarily withdrawn for an indefinite period when there is no time-scaled plan to restore the service or enact closure provisions. [276726]

Paul Clark: Under the Railways Act 2005 a rail passenger service can be temporarily withdrawn. No maximum time period is specified.

Norman Baker: To ask the Secretary of State for Transport what provisions exist to allow a referral to be made to the Office of Rail Regulation to determine whether changes to a rail passenger service constitute (a) temporary withdrawal of that service and (b) its closure.

Paul Clark: There are no provisions under the Railways Act 2005 to allow such a referral to be made.

Railways: Diesel Vehicles

Asked by Lord Bradshaw

To ask Her Majesty's Government when they anticipate placing the order for the planned 200 new diesel-powered railway vehicles. [HL3505]

The Minister of State, Department for Transport (Lord Adonis): Work to procure the 202 diesel multiple unit vehicles is well under way and we expect to make an announcement shortly.

Railways: Franchises

Question

Asked by Lord Bradshaw

To ask Her Majesty's Government on what date cap and collar protection for revenue shortfall came into effect, or comes into effect, for each train operating company. [HL3394]

The Minister of State, Department for Transport (Lord Adonis): The information in respect of train operators which have franchise contracts with the Department for Transport is set out in the table below.

Train Operating Company	Cap and Collar arrangement	DFT Entitlement State Date	Cap and Collar arrangement	TOC Entitlement Start Date
East Midland Trains (EMT)	Revenue share	11-Nov-07	Revenue support	11-Nov-11
National Express East Coast (Nxec)	Revenue share	09-Dec-07	Revenue support	09-Dec-11
Northern Rail	Revenue share	12-Dec-04	Revenue support	12-Dec-08
TransPennine Express (TPE)	Benefit share	01-Feb-04	Revenue support	N/A
First Capital Connect	Revenue share	01-Apr-06	Revenue support	01-Apr-09
London South Eastern Railway	Revenue share	01-Apr-06	Revenue support	01-Apr-10
Southern	Not applicable	26-May-96		N/A
Stagecoach South Western (SSW)	Profit share	04-Feb-07	Revenue support	04-Feb-11
Arriva Cross Country (AXC)	Revenue share	11-Nov-07	Revenue support	11-Nov-11
C2C	Not applicable	N/A	Not applicable	N/A
Chiltern	Not applicable	N/A	Not applicable	N/A
National Express	Revenue share	01-Apr-04	Revenue	01-Apr-08

Train Operating Company	Cap and Collar arrangement	DFT Entitlement State Date	Cap and Collar arrangement	TOC Entitlement Start Date
East Anglia (NXEA)			support	
First Greater Western	Revenue share	01-Apr-06	Revenue support	01-Apr-08
London Midland (LOM)	Revenue share	11-Nov-07	Revenue support	11-Nov-11
Virgin West Coast (VWC)	Revenue share	12-Dec-06	Revenue support	08-Dec-08

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