

30th January 2015

Siân Phipps
Clerk, Enterprise and Business Committee
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Dear Siân

Re: Wales and Borders Franchise inquiry

Thank you for your correspondence of 18th December regarding the Enterprise and Business Committee's follow-up scrutiny session as part of its inquiry into the Wales and Borders Franchise. I was delighted to give evidence to the Committee as part of its original inquiry and am pleased to provide a further update on our work since.

Angel Trains has had a number of discussions with the Minister and her officials about rolling stock requirements, and we continue to have a regular dialogue with her department. We were particularly pleased to host a visit by the Minister recently to our Cwmbran-based supplier, PCC.eu, who support our work by providing parts for the refurbishment of Angel Trains' rolling stock to meet PRM (Persons of Reduced Mobility) requirements, and with whom we have placed orders exceeding £7.6m.

ROSCOs take a long-term strategic view of the industry, as the trains we buy have a life span of +30 years. Visibility of the future of the rail industry in Wales and a long term strategic plan for how rail can support economic development is essential for us to be able to deliver greater value for money and meet passengers' needs now and in the future.

With this in mind, it remains of vital importance to get greater detail and certainty over the future of the Wales and Borders Franchise and the electrification programme as soon as possible. In this context I would particularly highlight the need to make all rolling stock PRM compliant under EU regulations by 1st January 2020.

I would continue to encourage the Committee to consider the significant benefits of upgrading existing rolling stock to meet Wales' needs and in reducing cost. Angel Trains believes that it is possible to provide lower cost rolling stock solutions through continued service operation of existing fleet to provide an 'as new' experience for passengers, lower maintenance costs and

improved reliability. This is not mutually exclusive to the procurement of new trains and we would be pleased to share further information on our experience in new train procurement and our work in enhancing existing rolling stock, most notably a project with Arriva Trains Wales and rail maintenance specialist LNWR, funded by the Welsh Government, to refurbish 24 Arriva Trains Wales Class 158 trains running on the Cambrian line.

I hope this update assists you in your work and look forward to hearing from you should you require any further information.

Yours sincerely



Kevin Tribley
Chief Operating Officer