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Russell George AM
Chair
Economy, Infrastructure and Skills Committee
National Assembly for Wales
Ty Hywel
Cardiff
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15 November 2019

Dear Mr George

Thank you for your letter. I am keen that TfW is as open and transparent as possible at all times and I therefore welcome the very fair challenge that you have proposed.

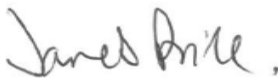
As you stated in your letter, information in Transport for Wales' Board minutes is sometimes deemed commercially sensitive. Minutes may also include information regarding new and emerging risks around which mitigation and communications strategies have not yet been developed. Specifically regarding PRM and fleet refurbishment, the minutes commented on the risk that Pacer trains may have to stay in service beyond 31 December 2019. The need to retain some of the Pacer fleet into 2020 was only confirmed several weeks ago. As this has now been confirmed, the relevant Minute for July 2019 has now been unredacted.

The information in the minutes regarding CVL asset transfer was redacted because it contained sensitive material regarding on-going negotiations. The redactions from the ODP Grant Agreement were based upon Section 43(2) FOIA "information is exempt information if its disclosure under this Act would, or would be likely to, prejudice the commercial interests of any person (including the public authority holding it)".

In both cases, it was felt that the Transport for Wales Board needed to be kept up-to-date with the latest information to carry out its duty to steer, scrutinise and challenge the effectiveness and efficiency of Transport for Wales' performance, but the information was deemed too sensitive to be released into the public domain at the time.

I would of course be happy to discuss this in more detail with you if that would be helpful.

Yours sincerely

A handwritten signature in black ink that reads "James Price," with a comma at the end. The script is cursive and somewhat informal.

James Price
Prif Weithredwr / Chief Executive

James Price
Chief Executive Officer
Transport for Wales

31 October 2019

Dear James,

I am writing to establish the criteria used to make decisions around redactions Transport for Wales make when publishing documents.

Clearly some information will need to be redacted for commercial confidentiality reasons. However the reasoning behind other redaction decisions is less clear. For example in TfW's board minutes from July the information around PRM and fleet refurbishment is redacted.

Please could you provide the rational you use to redact information when you publish documents? To aid our understanding, I'd be grateful if you could also explain how this rational applies to each individual redaction in the published minutes for the Transport for Wales Board July 2019 as, in this document, I was surprised to see almost the entire section on PRM and fleet refurbishment status redacted.

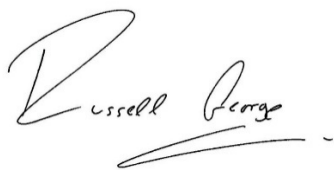
TfW also hosts a number of documents on its website relating to the management of Transport for Wales Rail Services. These also contain some redactions with an unclear rational. For example I was surprised to see in the Core Valleys Line Concept Design document, which forms part of the Invitation to Submit Final Tenders, that several sections which appear to relate to the timing of upgrades to the CVL are redacted e.g. appendices E and F.

I would be grateful if you could provide the reason for each redaction made to the rail franchise Invitation to Submit Final Tenders, and also the Grant Agreement itself.

I look forward to hearing from you.

Yours Sincerely,



A handwritten signature in black ink that reads "Russell George". The signature is written in a cursive style with a large initial 'R' and a long horizontal flourish at the end.

Russell George AM

Chair

Economy, Infrastructure and Skills Committee

