



TfW Rail Ltd Board minutes

3 March 2023

09:00 – 1400

Venue: Llys Cadwyn, Pontypridd, and online

Attendees

James Price (Chair); Peter Strachan, Heather Clash, Jan Chaudhry, Alexia Course and Marie Daly.

In attendance: Jeremy Morgan.

The Chair welcomed everyone to the meeting.

1a. Apologies for Absence

None

1b. Notice of Quorum

A quorum being present, the Chair welcomed everyone to the meeting and declared the meeting open.

1c. Declarations of Interest

None declared.

1d. Minutes of previous meeting

The minutes from the meeting 3 February 2023 were approved as a true and accurate record. The latest Actions Log was noted.

2. Safety moment

The Board were updated on recent Class 175 thermal events and the resulting disruption on the network. One possible cause of the events was the build-up of detritus and debris around the top of the engine.. Expertise across TfW and CAF have been brought together and only engines with enhanced checks are being put into service. The events have caused timetable alterations across the network. A formal letter has been issued to CAF regarding compliance with existing vehicle maintenance instructions.. The ORR are satisfied with the with short-term actions put in place, and there is a possibility of HMRI serving an enforcement notice. . The Board thanked Jan Chaudhry van der Velde and the team for the leadership and safety related decision making demonstrated during a difficult week.

[Redacted content]

3. Customer moment

The Board were update on CIS renewal across the network.

4. Chief Operations Officer report (Rail Period: 11 (22/23) 8 January – 4 February 2023)

The impacts of the transformation programme are being felt throughout train service delivery, both on CVL and WCB. However, teams have done well to mitigate the effects for passengers whilst keeping customer satisfaction levels above target. The changes on the ground are becoming more visible to staff and passengers providing a snapshot of the future enhanced network which is helping sell the long-term benefits against any short-term pain.

Overall performance was mixed but there continue to be MKIVs and CI175 reliability issues, including previous to the recent thermal events. However, the 150s and other legacy fleets are performing well. Customer satisfaction was above target for the period.

Project Mercury was launched on schedule with a generally smooth transition from the legacy software systems to the new.

The Board discussed the potential impact of pending industrial action on services. The Board agreed there is a need to discuss with the Welsh Government the merits of seeking clarity from the UK Government on not designating some important TfW sections of the network such as the Marches or North Wales will be shut as they are not 'mainline' **[Action Rob Holmes]**.

The Board were also updated on issues around cable theft; the occurrence of two SPAD events during the period; cancellation KPIs; and the service quality regime.

Peter Strachan left the meeting.

5a. Safety Assurance Report

The Board noted the report. The Board requested that the latest iteration of the Crisis Management Plan be shared and the Executive Leadership Team be briefed at its next meeting **[Action Leyton Powell]**.

5b. Rail risk report

The Board noted the report. The Board were informed that the Rail Delivery Steering Group recently undertook a detailed review of the risk register. It was agreed that the risk on external factors influencing passenger revenue performance required reviewing **[Action Alexia Course]**.

6. Network Rail CP7

David Tunley (Network Rail) and Anthony McKenna (TfW) joined the meeting. The Board were briefed on Network Rail's Control Period 7 (CP7) planning programme, the method for determining funding priorities through stakeholder engagement, the outcomes of the engagement process, the vision for 2028, and a financial overview. The Board outlined its particular concerns on funding for track renewals and the impact on reliability during CP7. The Board requested a breakdown of predicted reliability for Wales and England **[Action Anthony McKenna]**.

The Board also outlined its concerns over service affecting failures, the Marches infrastructure, the North Wales Line, weather resilience and ETCS on the Cambrian Line. Whilst all action would be taken on the ground by Network Rail and TfW to mitigate risks, there is a general building of risk across the network that could impact reliability. The Board were informed that there is a 5% reduction in Network Rail expenditure across the Wales and Borders network

compared to Control Period 6, with reductions in asset renewal scope, scheme deferrals and intervention change to refurbishment and not full renewal.

David Tunley and Anthony McKenna left the meeting.

7. Commercial update

Stephanie Raymond joined the meeting.

[REDACTED]

The Board noted the report.

8. Finance review

[REDACTED]

The Board were informed that interest has been generated over the financial year and as stated in the Management Agreement is currently reclaimed by central government. It was agreed to discuss the matter with the Welsh Government [**Action James Price**].

[REDACTED]

The Board noted the financial review. Stephanie Raymond left the meeting.

9. Pay

The Board were updated on the current state of pay negotiations.

[REDACTED]

11. 2023 timetable changes

Colin Lea joined the meeting.

The Board discussed options for timetable changes in 2023 due to issues around rolling stock availability, stabling, maintenance including the CAF rolling stock position and the knock on delays to further driver and conductor training. After discussion, the Board agreed that the recommendations of the paper be adopted, but that wherever possible, timetable uplifts that were isolated, be brought into force as soon as all readiness factors were delivered, ahead of a passenger timetable change date where possible.

Colin Lea left the meeting.

11. Complimentary travel

The Board endorsed a set of recommendations in a paper for dealing with requests for complimentary (free) rail travel from individuals and organisations wishing to travel by train where the cost is borne by TfW, from 1 April 2023.

12. Performance targets

The Board noted a paper setting out proposals for realistic but stretching performance targets for the FY24.

The Chair thanked everyone for their contributions.