**Date issued:** 23rd of April 2024

**Freedom of Information Request 74/24**

**You asked us…**

1. **Is the £25.4m total expenditure on rail replacement in 2023 unusually high or the highest ever? What reduction in this cost does TfW expect in 2024?**
2. **Why was such a large expenditure, £9.4m, made on standby replacement buses/coaches in 2023?**
3. **Why does TfW fund standby replacement buses/coaches when lines are open as normal, and is this practice going to continue for the foreseeable future?**
4. **Why were none of the costs of rail replacement in 2023 covered by payments from CAF, given that CAF’s maintenance of Class 175s and the performance of the Class 197s increased the requirement for rail replacement during the year?**
5. **The FoI response shows that there were only two days in 2023 when TfW did not have at least one rail replacement bus/coach in operation or on standby. Were those two days Christmas Day and Boxing Day? If not, please let me know which days they were.**
6. **Did the overall expenditure on rail replacement in 2023 reflect any significant increases in the costs of securing replacement vehicles and drivers?**
7. **What is TfW doing to improve the efficiency of its rail replacement procurements and reduce unit costs?**

**RESPONSE**

Question 1

Please see the attached document which shows comparative costs for the past few years.

Question 4

The Maintenance Contracts for all New Trains Contracts (CAF & Stadler) has a performance Regime included that compensates the Operator for service delivery and Customer impacts based on a specific framework agreed. The details of which are commercially sensitive.

The costs associated with Rail Replacement are not directly associated with these contracts.

Question 5

TfW can confirm that there were only 2 days in 2023 where we did not have at least one rail replacement bus/coach. The two days were the 25th and 26th of December.

**In relation to the remainder of your questions, please see the below statement from Colin Lea, Planning and Performance Director at Transport for Wales:**

“Rail replacement transport is vital so passengers can complete their journeys during times of planned improvement work, when there is disruption to services due to bad weather and other incidents, and to provide additional capacity and support when there are major events taking place, often at weekends or late evenings.

“With the once-in-a-generation work taking place as part of the South Wales Metro, such as the recent 10-month closure of the Treherbert Line, we’ve been running more rail replacement services than normal but this will decrease as the transformational work is completed and more of our £800m fleet of brand new trains come into service.

“We have a dedicated road transport team who work to ensure we’re providing the right level of capacity for our customers, while also closely monitoring our spend on rail replacement transport.”

We hope this information is of use to you.

Yours sincerely,

**Transport for Wales**

**Appeal Rights**

If you are unhappy with the way your request has been handled and wish to make a complaint or request a review of our decision, please write to the Head of Freedom of Information at either Transport for Wales, 3 Llys Cadwyn, Pontypridd, CF37 4TH or freedomofinformation@tfw.wales. Your request must be submitted within 40 working days of receipt of this letter. If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision.

The Information Commissioner (ICO) can be contacted at Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF or you can contact the ICO through the 'Make a Complaint' section of their website on this link: <https://ico.org.uk/make-a-complaint/>

The relevant section to select will be "Official or Public Information".