



**Provincie Utrecht
Mr. René van Marrewijk
Project manager Materieel**

**Laan van Maarschalkerweerd 2^a
3585 LJ Utrecht
The Netherlands**

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Project Uithoflijn

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Our reference: 2519-1

Statement from CAF to the inquiry about the trams from Nantes

Dear Mr. van Marrewijk,

I'm writing in relation to your request for a formal reaction of CAF to the letter sent by The Partij voor de Vrijheid Utrecht.

In this letter, there are four questions to be answered in relation to the Nantes Tramway Project. We have analyzed carefully these questions, and we have prepared the answers with the objective to clarify the queries, protecting the relationship of confidence and trust with our customer of Nantes. Please find attached below our comments to each question:

1. Is the Commission aware of the (braking) problems with the latest tram sets from CAF?

Not to be answered by CAF.

2. Does this also apply to CAF tram sets in Utrecht and what are the precise problems with the brakes?

The issue identified in the Urbos trams from Nantes, supplied by CAF, is related to a complex phenomenon, due to several variables and factors related to the specific interface in Nantes between the infrastructure and the tram. As a reference to this complex situation, please find attached the statement from our Operator in Nantes in the attached press release:

"The events which raised the question were unusual and particularly complex. Several analyses were needed between the experts of The Semitan, the manufacturer and the State departments, the Semitan explains. Furthermore, additional monitoring systems have been developed, several tests have been done in order to better detect and understand the incidents".

As it is indicated in the press release (see annex), after a joint work with the French authority, the Operator and CAF, the trams have been put back into service on the 4th of September, 2019.

It is worth to mention that the French Authority only decided to withdraw the Urbos trams from Nantes out of service. However, the similar Urbos trams from Saint-Etienne and Besançon remained in service, running with passengers under the responsibility of the same Authority. This reaction from the French Authority highlights the difference between the particular and specific situation of the operating conditions of Nantes Tramway System and the other tramway systems.

Furthermore, we would also like to point out that this situation has not happened in any other of the more than 500 Urbos trams supplied by CAF in the more than 30 projects around the globe, due to the particular operating conditions of Nantes.

It is important to note that the operating conditions and infrastructure as well as the hardware and software of the trams from Utrecht in terms of braking function is different to the trams that are currently running in commercial service in Nantes.

3. Can the Commission exclude that the problems with the brakes do not occur or will occur in Utrecht and that they are completely safe?

CAF confirms that the related brake issues do not currently occur and will not occur in CAF's Utrecht Urbos trams.

CAF confirms the Utrecht Urbos trams are completely safe for passenger operation as demonstrated by positive certification process already achieved for Utrecht's trams.

4. This is the second time in less than six months that the newest CAF train sets in Nantes must be taken out of service. The first had lasted three months, from December 5, 2018 to March 4, 2019. Can the Commission rule out that the problems that occur in Nantes will not take place in Utrecht and is there contact with Nantes or is there an international user consultation? If not why not?

See the answer on question 3 above.

We hope we have clarified the queries raised by The Partij voor de Vrijheid Utrecht. If you need any additional clarification, please do not hesitate to let us know.

Yours sincerely,



Alfonso Macavilla
Project Manager – Utrecht Trams

CAF - Construcciones y Auxiliar de Ferrocarriles
Tel: +34 976 765 100 (ext. 2186)
Mov: +34 628 858 224 (652 186)
E-mail: amacavilla@caf.net