

Angel Trains Limited
ANNUAL REPORT AND FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2021

Angel Trains Limited
Registered in England and Wales: Number 2912655
Registered Office: 123 Victoria Street, London, SW1E 6DE

Angel Trains Limited

CONTENTS	Page
Officers and Professional Advisers	1
Strategic Report	2
Directors' Report	9
Independent Auditors' Report	13
Income Statement	16
Statement of Comprehensive Income	17
Statement of Changes in Equity	18
Balance Sheet	19
Statement of Cash Flows	21
Notes to Financial Statements	22

Angel Trains Limited

OFFICERS AND PROFESSIONAL ADVISERS

Directors:

M. Brown
A. Lowe
D. Jordan
M. Prosser

Company secretary:

N. Holas

Registered office:

123 Victoria Street
London
SW1E 6DE

Independent auditors:

PricewaterhouseCoopers LLP
Chartered Accountants and Statutory Auditors
7 More London Riverside
London
SE1 2RT

Registered in England and Wales: Number 2912655

Angel Trains Limited
STRATEGIC REPORT
FOR THE YEAR ENDED 31 DECEMBER 2021

The directors present their strategic report on Angel Trains Limited (the "Company") for the year ended 31 December 2021.

REVIEW OF THE BUSINESS

The principal activity of the Company continues to be the provision of railway rolling stock to train operators under operating leases.

New Trains

There were no new train procurements for the year ending 31 December 2021.

Refranchising & Re-leasing

As at 31 December 2021, the Company owned 3,254 rolling stock vehicles.

The following National Rail Contracts ("NRC") (unless specified otherwise) were entered into during the year, with the Company's existing lease end dates being maintained;

- Essex Thameside – an NRC with a duration of 2-years plus a possible 2-year extension for existing rolling stock commenced in July 2021.
- South Western – an NRC with a duration of 2-years plus a possible 2-year extension for existing rolling stock commenced in May 2021.
- TransPennine – an NRC with an initial duration of 2-years plus a possible 2-year extension for existing rolling stock commenced in May 2021.
- West Midlands – an NRC with a duration of 3-years plus a possible 2-year extension during September 2021.
- East Anglia – an NRC with a duration of up to 3-years plus a possible 2-year extension commenced during September 2021.
- SE Trains Ltd – a subsidiary of the Department for Transport Operator of Last Resort assumed responsibility of the South Eastern operation under a Service Contract (not an NRC), leasing all existing rolling stock for a duration of 3 years plus a possible 3-year extension from 17 Oct 2021.

The following leases were extended or entered into during the year of the rail contracting process:

- Arriva Rail North Ltd – 3 Class 153 vehicles were extended to December 2021.
- Merseyside Passenger Transport Ltd – 168 Class 507/508 vehicles were extended until various dates in 2022 and 2023.

In March 2021, 9 on-lease and 2 off-lease Class 153 vehicles were sold to Transport for Wales, 90 Class 442 vehicles were sold to South West Railway for disposal and 7 Class 43 HST Power Cars with no future re-lease opportunities were sold privately.

The full and long-term impact of the Covid-19 pandemic is still evolving. The Company will continue to work closely with Transport Scotland, the Department for Transport, customers and suppliers as the macro economic environment develops

Angel Trains Limited

STRATEGIC REPORT

FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

REVIEW OF THE BUSINESS (continued)

Refurbishment Projects & Future Developments

In general, our suppliers continue to perform well under challenging circumstances while being significantly impacted by the ongoing Covid-19 pandemic. The Company continues to monitor and support the supply base in ensuring that their continued focus remains on quality and delivery of our projects.

The Company is working with Transport Scotland, Scottish Enterprise, The University of St. Andrews and Arcola developing hydrogen technologies toward a 'zero emissions' train.

Other Financial & Business Matters

A number of leases were entered into as a result of National Rail Contracts and all vehicles with an economic value are leased. In addition to the 100 vehicles marked for disposal, the Company has 7 vehicles which are off-lease but have no economic value and are to be retained for spares if no re-lease opportunity presents itself.

The Company supports the UK Governments target to remove all 'diesel only' trains by 2040. Our portfolio of diesel rolling stock is forecast to dramatically reduce by 2030 but despite this the Company continues to invest in sustainability projects including hybrid battery technology and a hydrogen project with Transport Scotland

KEY PERFORMANCE INDICATORS

The Company's financial performance is presented in the Income Statement on page 16. The profit after tax for the year ended attributable to the owners was £59.0m (2020: £48.5m).

Revenue increased by 9% and cost of sales decreased by 0.9%, driven by an increase in non-capital deferred income and a reversal of impairment losses from prior years. Other income fell by 15.1%. Operating profit for the year increased by 19.6% compared to 2020.

At the end of the year, the financial position showed total assets of £1,818.6m (2020: £1,839.9m). This includes the net book value of property, plant and equipment and right-of-use assets of £1,611.3m compared to £1,697.4m at the previous year. Other non-current assets comprise of investments in subsidiaries of £0.1m (2020: £0.1m), having acquired Angel Trains Rolling Stock Limited during 2020.

The other key performance indicator that the directors consider is the percentage of rolling stock (excluding vehicles held for disposal) on lease, which stood at 99.8% at 31 December 2021 (2020: 100.0%) against a target of 95.0%.

The key performance indicators that the directors consider are interest cover, leverage (Net Debt / Earnings Before Interest, Tax, Depreciation and Amortisation) and net present value of future rentals. Interest cover and leverage ratios can be derived from the financial statements. The directors are satisfied with the current level of the ratios. The directors do not anticipate any material change in either the type or level of activities of the Company.

Angel Trains Limited
STRATEGIC REPORT
FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

STRATEGY

The Company continues to engage and be an active partner in the rail industry, recruit the best talent and develop our people and deliver our commitments for environmental, social responsibility and corporate governance (“ESG”).

The Company's strategy is divided across four main themes - Preferred by our partners, being a top employer, having a sustainable business and continuously growing with a strong foundation.

The strategy is also supported by having trains at all stages of the asset lifecycle. This approach manages the asset risk profile and helps protect the long term profitability of the business. This is supported by the spread of the portfolio across different vehicle types, i.e. high speed intercity, regional and urban (commuter) trains. The benefit of this portfolio approach is that we are not beholden to any one market sector.

On the 23 March 2020, the government announced the introduction of emergency measures to support and sustain necessary rail operations as train franchise operators faced significant revenue uncertainty as a result of the Covid-19 pandemic. The Department for Transport temporarily suspended normal franchise agreements and transferred all revenue and cost risk to the government for an initial period of six months. Initially all franchise train operators transitioned onto Emergency Measures Agreements, (“EMAs”) enabling greater flexibility and transferring revenue and cost risk to the government, where they continued to operate services day-to-day for a small predetermined management fee. After the initial six-month period of financial assistance under the original franchise terms, in September 2020, the Government announced that Emergency Recovery Measures Agreements (“ERMAs”) would come into effect. As part of these ERMAs, franchise agreements were terminated and a revised termination date and subsequent National Rail Contracts (NRC), with optional extension dates, became effective providing a future NRC programme to provide industry stability. The Company has actively continued to engage with the Department for Transport and supported all train operators during this challenging and uncertain period for the UK rail industry.

On 20 May 2021, the Government released the Williams-Shapps Plan for Rail (the "White Paper"), setting out its proposals for reform and restructuring of the Great British Rail Industry. The White Paper is structured around seven promises, 10 key outcomes and 62 commitments to deliver the 10 key outcomes. Overall, the White Paper contemplates a raft of reforms across all aspects of the rail industry that include significantly:

- The creation of a new public body, Great British Railways ("GBR") as a single "guiding mind" to own infrastructure, receive fare revenue, run and plan the network and set most fares and timetables (from a practical perspective, the White Paper anticipates that Network Rail, along with relevant functions of the Rail Delivery Group and Department for Transport will be absorbed into GBR);
- The establishment of a new, unified brand and identity across the whole system, with national and regional sub-identities;
- Reform of and upgrades to the fares system, with an emphasis on standardisation and simplicity, together with the introduction of new and innovative products such as flexible season tickets;
- The end of the franchise system, to be replaced by concessions for the operation of passenger rail services, similar to Transport for London's Overground and bus network contracting systems;
- The introduction of Passenger Service Contracts, under which revenue risk (generally) is expected to remain with Government, and cost risk to be passed to the operating companies; and
- The overhaul of track access regulation through new legislation, with the aim of giving GBR powers and duties to plan the use of the network, balance priorities and maximise overall public benefit.

It is acknowledged that implementation of certain reforms may take a number of years (in particular, where new or amending primary legislation is required, and/or to provide time for the expiration of existing 'legacy' commitments). However, the White Paper anticipates that this simpler, more integrated structure could, after five years, deliver savings of around £1.5 billion a year (equivalent to 15% of the network's pre-pandemic fares income).

Angel Trains Limited
STRATEGIC REPORT
FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

SECTION 172 (1) STATEMENT

The Board of directors has acted in a way that it considers, in good faith, would be most likely to promote the success of the Company for the benefit of its members as a whole and in doing so has had regard to the matters set out in section 172(1) of the Companies Act 2006 (the “Act”).

This report sets out how the directors comply with the requirements of Section 172 Companies Act 2006 and how these requirements have impacted the Board’s decision making throughout 2021.

We proactively engage with our stakeholders to maximise value and secure long-term success and are continually striving to improve our impact. We set out below our key stakeholders groups, their material issues and how we engage with them.

Employees - Angel Trains Ltd employs over 130 professional, technical and support staff.

Our people are our most valuable assets and we continually engage with them to foster an environment in which they are happy to work in and that best supports their wellbeing.

A number of engagement and feedback mechanisms for our employees are well established, including intranet blogs, monthly business briefings, social media channels and emails from the Chief Executive, enabling timely and tailored communication to employees. Regular staff surveys (internal and externally facilitated surveys) were undertaken during 2021, which highlighted a strong level of engagement and positive themes. The Company made improvements based on responses received from the surveys and provided feedback to the Board.

Two company workshops were held in May (virtual) and November (face to face) where information about working from home, purpose, values and more were communicated. All employees were asked to provide input in shaping the company values and the Senior Leaders were engaged with revising the Purpose and Vision Statements.

The Intent Based Leadership model, an approach to leadership and management aimed at empowering employees to improve decision making within a safe environment continues to be adopted.

The Company was awarded Platinum accreditation by Investors in People, a prestigious award, which only 2% of accredited businesses achieve, reflecting our commitment towards continuous improvement, customer service, culture and more. Gold accreditation was awarded in “We Invest in Wellbeing”.

Customers - Our customers are fundamental to our business and we continually strive to exceed their expectations. We use the feedback from our annual customer feedback survey to address areas for improvement and support. Our dedicated Customer Service team has regular meetings and engagement events with our key customers to anticipate trends and preferences and incorporate them early in new rolling stock procurement.

The Board considered carefully the impact of the pandemic on customers and regularly reviewed additional measures to support them. Feedback from our key customers is discussed at our Operational Asset meetings with senior level employees and critical issues are escalated to the Board for further guidance on effectively meeting our customers’ needs. In addition, customer strategic plans, which identifies the key underlying drivers that impact our customer’s business are discussed at the Board.

Our Product Management team is continually developing ways to reduce costs, improve performance and availability for our customers in releasing our existing portfolio.

Angel Trains Limited
STRATEGIC REPORT
FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

SECTION 172 (1) STATEMENT (continued)

Suppliers – We develop strong and collaborative long-term relationships with our suppliers comprising of manufacturers and maintainers of rolling stock. Regular face to face and virtual meetings were held to secure effective performance from the supply chain through COVID-19.

We work closely with our suppliers to ensure they operate to the same standards we set ourselves to ensure the risks involved in their own supply chains are understood. Major issues are subject to discussion and approval at Board level so that the Board is aware of supplier concerns.

Externally facilitated annual supplier feedback surveys are carried out. Meetings with senior level executives were scheduled to understand and assist the suppliers to secure the management of our assets.

Shareholders – The Company attaches considerable importance to communications with its direct shareholders as well as the shareholders of the ultimate parent company, Willow Topco Ltd (“the Group”) and engages with them on a regular basis. Open and frequent dialogue with investors enables them to fully understand the Group’s strategy, objectives and governance. The Company interfaces with shareholders through strategy day events and through the Group Board, enabling them to establish the issues most important to them. The Board calendar was revised and updated in setting the Board’s priorities with reference to our stakeholder groups.

Individual discussions with the executive and non-executive directors are also arranged throughout the year with shareholders.

Environment - The state of the environment is of great concern to us and we are always looking to ways to reduce our environmental impact.

The Company is working with Transport Scotland, Scottish Enterprise, The University of St. Andrews and Arcola developing hydrogen technologies toward a ‘zero emissions’ train.

We continue to invest significant time and money into developing a cleaner, greener and smarter Hybrid traction drive system to replace the Diesel-Hydraulic drive system on a pilot 2 car Class 165/0 unit from Chiltern Railways.

Our first sustainability report was produced in 2021 and an Environmental, Social and Governance (ESG) Steering Committee was established to manage sustainability performance and to ensure that appropriate ESG risk controls are in place. ESG presentations are given to the Board to ensure ESG matters remained strategic, current and effective.

Our Global Real Estate Sustainability Benchmark (GRESB) score was 94/100 (a 5 star rated business) and the company came first out of 540 businesses in the Management score.

Angel Trains is committed to reducing carbon emissions for each of our fleet.

Debt Providers - Our debt providers play an important role in our business and we maintain a proactive, open and transparent relationship with them. Regular meetings are held with our diverse group of debt providers and credit rating agency to keep them informed about relevant areas of the business.

Angel Trains Limited

STRATEGIC REPORT

FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

PEOPLE & DIVERSITY

The Company continues to report on gender equality in accordance with the Government Equalities Office initiative “Think, Act, Report” which aims to encourage companies to share their progress in reporting gender equality. The Company recognises the benefit the industry would receive from a more gender balanced workforce and is committed to increasing the number of women throughout the organisation and, more generally, to furthering the success of women in the rail sector. The Company undertakes voluntary gender equality analysis reporting by publishing an annual diversity report on its website. A plan to increase diversity in the workforce has been presented to the Group Board, and will continue to be implemented in 2021 and beyond.

During 2021, the annual employee survey was undertaken and positive results in the key areas (engagement, commitment, satisfaction and efficiency) were received. The employer Net Promoter Score was 62.3, far exceeding the global benchmark score of 6.6. The Company has achieved the Investors in People Platinum accreditation, which places it within the top 2% of workplaces assessed and the Investors in Wellbeing Gold accreditation.

LOOKING FORWARD

The Company supports the UK Governments target to remove all ‘diesel only’ trains by 2040. Our portfolio of diesel rolling stock is forecast to dramatically reduce by 2030 but despite this the Company continues to invest in sustainability projects including hybrid battery technology and a hydrogen project with Transport Scotland.

The Company welcomes the Williams-Shapps White Paper and participated in the initial industry-wide request for information. The Company supports the proposals for reform and restructuring and believes its approach to embracing competition, fostering innovation and improving the customer experience through the continued involvement and participation of the ROSCOs is consistent with the White Paper proposals and objectives.

During this time, it will be also be necessary to continue to invest in enhancements and modification programmes on selective fleets to ensure the rolling stock maintains its required utility and competitiveness. We employ a strong and committed team whose experience and depth of relationships within the rail industry gives us confidence that these challenges can be achieved.

Angel Trains Limited
STRATEGIC REPORT
FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

PRINCIPAL RISKS, UNCERTAINTIES AND USE OF FINANCIAL INSTRUMENTS

The Company's portfolios of financial instruments principally comprise of loans, deposits and payables.

Applying international accounting standards (IAS) in conformity with the requirements of Companies Act 2006, all portfolios are considered to be held for non-trading purposes. The directors are responsible for considering risk management issues that arise across the Company's financial instrument portfolios. Risk management policies are detailed in note 27.

In addition to Financial risk management the Group has an Internal Control Framework that is designed to monitor other risks, including operational, regulatory and reputational risks. The Framework includes processes for reviewing the effectiveness of the Group's system of internal control. The Group has an organisational structure with clearly defined lines of responsibility and delegation of authority.

Since the outbreak of Covid-19, management has put procedures in place to ensure the health, safety and wellbeing of all staff and other stakeholders. Whilst the long term impact is inherently uncertain, management continue to actively monitor the situation and where necessary taking appropriate actions.

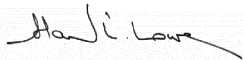
With the advent of emergency recovery measures agreements ("ERMA") and the subsequent transition programme to national rail contracts ("NRC"), there is a significant level of activity over the next three years with a majority of the NRCs incorporating extension options, which in our view, are likely to be exercised in the majority of instances. Alternatively, certain NRCs are also being structured as maximum term contracts with minimum core term with early termination options. The agreements effectively push the risks of costs and revenue onto the government.

Operational risk

Operational risk is the risk of unexpected losses attributable to human error, systems failure, fraud or inadequate internal financial controls and procedures.

The Company manages this risk through systems and procedures to monitor transactions and positions, the documentation of transactions and periodic review. The Company also maintains contingent facilities to support operations in the event of disaster.

Approved by the Board of Directors and signed on its behalf



A. Lowe
Director
06 April 2022

Angel Trains Limited
DIRECTORS' REPORT
FOR THE YEAR ENDED 31 DECEMBER 2021

The directors present their annual report and the audited financial statements for the year ended 31 December 2021.

RESULTS AND DIVIDENDS

An interim dividend of £30.0m was paid during the year (2020: £nil). The directors do not propose the payment of a final dividend (2020: £nil). The Company's financial performance is presented in the Income Statement on page 16. The profit after tax attributable to the owners for the year was £59.0m (2020: £48.5m) and this was transferred to reserves. The increase in profit after tax mostly relates to an increase in revenue as a result of an increase in non-capital income. During the year, revenue increased by 9% and cost of sales decreased by 0.9%. These factors resulted in an increase in operating profit compared to 2020 of 19.6%.

At the end of the year, the financial position showed total assets of £1,818.6m (2020: £1,839.9m) representing a decrease of 1.2%. This includes the net book value of property, plant and equipment and right-of-use assets of £1,611.3m compared to £1,697.4m at the previous year end. Other non-current assets comprise of investments in subsidiaries of £0.1m (2020: £0.1m).

DIRECTORS AND COMPANY SECRETARY

The present directors and company secretary are listed on page 1. Those who have served during the year and up to the date of signing this report are listed below.

Directors

A. Lowe
D. Jordan
M. Prosser
M. Brown

Company Secretary

N. Holas

STATEMENT OF DIRECTORS' RESPONSIBILITIES

The directors are responsible for preparing the Annual Report and the financial statements in accordance with applicable law and regulation.

Company law requires the directors to prepare financial statements for each financial year. Under that law the directors have prepared the financial statements in accordance with UK-adopted international accounting standards.

Under company law, directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the company and of the profit or loss of the company for that period. In preparing the financial statements, the directors are required to:

- select suitable accounting policies and then apply them consistently;
- state whether applicable UK-adopted international accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements;
- make judgements and accounting estimates that are reasonable and prudent; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Company will continue in business.

The directors are responsible for safeguarding the assets of the Company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities. The directors are also responsible for keeping adequate accounting records that are sufficient to show and explain the Company's transactions and disclose with reasonable accuracy at any time the financial position of the Company and enable them to ensure that the financial statements comply with the Companies Act 2006.

Angel Trains Limited
DIRECTORS' REPORT
FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

STATEMENT OF DIRECTORS' RESPONSIBILITIES (CONTINUED)

The directors are responsible for the maintenance and integrity of the Company's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

STATEMENT OF DISCLOSURE OF INFORMATION TO AUDITORS

In the case of each director in office at the date the Directors' Report is approved:

- so far as the director is aware, there is no relevant audit information of which the Company's auditors are unaware; and
- they have taken all the steps that they ought to have taken as a director in order to make themselves aware of any relevant audit information and to establish that the Company's auditors are aware of that information.

LOOKING FORWARD

For information on future developments, refer to the "Looking forward" section of the Strategic Report.

PRINCIPAL RISKS, UNCERTAINTIES AND USE OF FINANCIAL INSTRUMENTS

Refer to "Principal risks, uncertainties and use of financial instruments" within the Strategic Report on page 8.

GOING CONCERN

These financial statements are prepared on a going concern basis. The Company continues to comply with the requirements of the Group's debt covenants, with performance underpinned by positive cash flows from the Company's operations despite a negative net current liabilities position. The Directors having made appropriate enquiries, have a reasonable expectation the Company has adequate resources to continue in operational existence for the foreseeable future.

COVID-19 continues to spread across the globe causing a global pandemic and economic disruption. Further details are disclosed in Principal risks and uncertainties. In considering the impact on the Group, the Group has analysed the potential impact on forecasts and liquidity and has concluded there are no material impacts that would affect its conclusion on going concern. In particular:

- Strong liquidity position - Committed facilities are available that more than cover all debt repayments coming due within one year from the date of signing the accounts.
- The Group has assessed projected debt covenant compliance under both a normal and stress situation without any breaches being identified.

DIRECTORS INDEMNITY COVER

No directors have been granted Qualifying Third Party Indemnity Provisions.

EMPLOYEE ENGAGEMENT

Refer to "Section 172 (1) Statement – Employees" within the Strategic Report on pages 5 and 6.

STAKEHOLDER ENGAGEMENT

Refer to "Section 172 (1) Statement - Our Key Stakeholders" within the Strategic Report on pages 5 and 6.

STATEMENT OF CORPORATE GOVERNANCE ARRANGEMENTS

For the year ended 31 December 2021, under The Companies (Miscellaneous Reporting) Regulations 2019, the Company has applied the Wates Corporate Governance Principles for Large Private Companies (published by the Financial Reporting Council ('FRC') in December 2019) as summarised in the "Section 172 (1) Statement" within the Strategic Report on pages 5 and 6.

Angel Trains Limited
DIRECTORS' REPORT
FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

FINANCIAL RISK MANAGEMENT

The main financial risk the Company faces is interest rate risk. However, this risk is mitigated at Group level through the use of hedging (see the Notes to the Financial Statements for further details interest rate risk management). The directors consider that the Group's exposure to price risk, liquidity risk or credit risk is less significant given the mitigants it has in place.

SUSTAINABILITY REPORT

The Company has continued to direct its investment towards electric, bi-mode and hybrid rolling stock as well as developing environmental improvements to existing diesel rolling stock which supports the industry effort towards decarbonisation.

Governance

The Company published its first annual sustainability report in 2021 to improve disclosure and demonstrate our commitment to supporting a sustainable railway. Our Sustainability Steering Group has embarked on the development of a strategy for reporting against the requirements of the Task Force for Climate Related Financial Disclosure (TCFD) by 2023.

A Decarbonisation Product Manager has been appointed to set the strategy for decarbonisation of our assets and lead the projects identified in the decarbonisation road map. These will support more energy efficient rolling stock with lower emissions, in line with the industry strategy.

Leased Asset Carbon Emissions

The Company has continued to refine the modelling of the carbon emissions from the diesel fleet portfolio and estimates that the fleet contributed 358,000 metric tonnes of CO₂e in 2021. The reduction in rail services during the COVID pandemic and disposal of a number of Class 43 power cars and Class 153 diesel multiple units resulted in a reduction of overall CO₂e emissions by 4.2%.

Environmental Performance

The Company has not suffered from any environmental incidents as a result of its operations. Our asset disposals have been managed by approved dismantlers and approximately 96% of the waste generated has been recycled.

STREAMLINED ENERGY AND CARBON REPORTING

Greenhouse gas emissions and energy use data used by the Company in its business activities involving the combustion of gas and fuels, the purchase of electricity and fuel used in vehicles operated on its behalf, in both kWh and tCO₂e are as follows.

	Year Ended 31 December 2021
Energy consumption used to calculate emissions (kWh)	648,618
Energy consumption break down (kWh)	
• Natural gas	290,973
• Electricity	284,915
• Reimbursed fuel	72,730
Scope 1 emissions in metric tonnes CO₂e Gas consumption	53
Scope 2 emissions in metric tonnes CO₂e Purchased electricity	60
Scope 3 emissions in metric tonnes CO₂e Reimbursed Mileage and Electricity T&D	24
Total gross emissions in metric tonnes CO₂e	137
Intensity ratio Kgs CO₂e per M²	66

Angel Trains Limited
DIRECTORS' REPORT
FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

STREAMLINED ENERGY AND CARBON REPORTING (continued)

Quantification and reporting methodology

A methodology derived by an external party has been used to ensure compliance with the SECR requirements. The government issued "Greenhouse gas reporting: conversion factors 2021" conversion figures for CO₂e were used along with the fuel property figures to determine the kWh. Natural Gas consumed in the London Offices using CIBSE Guide F methods, these are detailed within the evidence pack.

Intensity measurement

The chosen intensity measurement ratio is Occupied space (m²).

Measures taken to improve energy efficiency

The Company continue's to strive for energy and carbon reduction arising from their activities, however, during this financial period no Principal Energy Efficiency Actions were undertaken.

Materiality

The Company is reporting upon all the required fuel sources as per SECR requirements. Any estimations used within this report are detailed within the evidence pack.

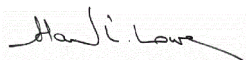
POST BALANCE SHEET EVENTS

On 28 January 2022, the Company acquired Readypower Group Limited ("Readypower"), a specialist rail and infrastructure services provider. Readypower provides specialised on-track plant equipment as well as civil engineering, drainage, haulage and operating services to the UK rail sector. It plays a critical role in helping to modernise the UK's rail network as electrification and upgrades continue throughout the country. The acquisition cements the Company's commitment to investing in rail assets in the UK. Readypower operates from six major hubs around the UK and is already supporting vital rail infrastructure improvement projects to help level up the country. The Company plans to support Readypower's growth by investing in the latest machinery and technology to support critical rail assets, developing sustainable solutions for the future.

The financial effects of this transaction have not been recognised at 31 December 2021. The operating results and assets and liabilities of the acquired company will be consolidated from 28 January 2022.

Except for the above, there have been no significant events between the year end and the date of approval of the financial statements which would require a change or an additional disclosure in the financial statements.

Approved by the Board of Directors and signed on its behalf.



A. Lowe
Director
6 April 2022

INDEPENDENT AUDITORS' REPORT TO THE MEMBERS OF ANGEL TRAINS LIMITED

Report on the audit of the financial statements

Opinion

In our opinion, Angel Trains Limited's financial statements:

- give a true and fair view of the state of the company's affairs as at 31 December 2021 and of its profit and cash flows for the year then ended;
- have been properly prepared in accordance with UK-adopted international accounting standards; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

We have audited the financial statements, included within the Annual Report, which comprise: the Balance Sheet as at 31 December 2021; the Income Statement, Statement of Comprehensive Income, the Statement of Cash Flows and the Statement of Changes in Equity for the year then ended; and the notes to the financial statements, which include a description of the significant accounting policies.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) ("ISAs (UK)") and applicable law. Our responsibilities under ISAs (UK) are further described in the Auditors' responsibilities for the audit of the financial statements section of our report. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Independence

We remained independent of the company in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK, which includes the FRC's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements.

Conclusions relating to going concern

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

In auditing the financial statements, we have concluded that the directors' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

However, because not all future events or conditions can be predicted, this conclusion is not a guarantee as to the company's ability to continue as a going concern.

Our responsibilities and the responsibilities of the directors with respect to going concern are described in the relevant sections of this report.

Reporting on other information

The other information comprises all of the information in the Annual Report other than the financial statements and our auditors' report thereon. The directors are responsible for the other information. Our opinion on the financial statements does not cover the other information and, accordingly, we do not express an audit opinion or, except to the extent otherwise explicitly stated in this report, any form of assurance thereon.

INDEPENDENT AUDITORS' REPORT TO THE MEMBERS OF ANGEL TRAINS LIMITED (continued)

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If we identify an apparent material inconsistency or material misstatement, we are required to perform procedures to conclude whether there is a material misstatement of the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report based on these responsibilities.

With respect to the Strategic report and Directors' Report, we also considered whether the disclosures required by the UK Companies Act 2006 have been included.

Based on our work undertaken in the course of the audit, the Companies Act 2006 requires us also to report certain opinions and matters as described below.

Strategic report and Directors' Report

In our opinion, based on the work undertaken in the course of the audit, the information given in the Strategic report and Directors' Report for the year ended 31 December 2021 is consistent with the financial statements and has been prepared in accordance with applicable legal requirements.

In light of the knowledge and understanding of the company and its environment obtained in the course of the audit, we did not identify any material misstatements in the Strategic report and Directors' Report.

Responsibilities for the financial statements and the audit

Responsibilities of the directors for the financial statements

As explained more fully in the Directors' Responsibilities Statement, the directors are responsible for the preparation of the financial statements in accordance with the applicable framework and for being satisfied that they give a true and fair view. The directors are also responsible for such internal control as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the directors are responsible for assessing the company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the company or to cease operations, or have no realistic alternative but to do so.

Auditors' responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud. The extent to which our procedures are capable of detecting irregularities, including fraud, is detailed below.

INDEPENDENT AUDITORS' REPORT TO THE MEMBERS OF ANGEL TRAINS LIMITED (continued)

Based on our understanding of the company and industry, we identified that the principal risks of non-compliance with laws and regulations related to Companies Act 2006 and UK taxation laws, and we considered the extent to which non-compliance might have a material effect on the financial statements. We evaluated management's incentives and opportunities for fraudulent manipulation of the financial statements (including the risk of override of controls) and determined that the principal risks were related to posting inappropriate journal entries and management bias in accounting estimates. Audit procedures performed by the engagement team included:

- Enquiries of management and those charged with governance, including review of minutes of meetings in so far as they related to the financial statements and consideration of known or suspected instances of non-compliance with laws and regulation and fraud;
- Identifying and testing journal entries, including duplicate journal postings, and backdated journals;
- Performing unpredictable audit procedures including in relation to compensation of key management personnel;
- Challenging the assumptions and judgements made by management in their accounting estimates.

There are inherent limitations in the audit procedures described above. We are less likely to become aware of instances of non-compliance with laws and regulations that are not closely related to events and transactions reflected in the financial statements. Also, the risk of not detecting a material misstatement due to fraud is higher than the risk of not detecting one resulting from error, as fraud may involve deliberate concealment by, for example, forgery or intentional misrepresentations, or through collusion.

A further description of our responsibilities for the audit of the financial statements is located on the FRC's website at: www.frc.org.uk/auditorsresponsibilities. This description forms part of our auditors' report.

Use of this report

This report, including the opinions, has been prepared for and only for the company's members as a body in accordance with Chapter 3 of Part 16 of the Companies Act 2006 and for no other purpose. We do not, in giving these opinions, accept or assume responsibility for any other purpose or to any other person to whom this report is shown or into whose hands it may come save where expressly agreed by our prior consent in writing.

Other required reporting

Companies Act 2006 exception reporting

Under the Companies Act 2006 we are required to report to you if, in our opinion:

- we have not obtained all the information and explanations we require for our audit; or
- adequate accounting records have not been kept by the company, or returns adequate for our audit have not been received from branches not visited by us; or
- certain disclosures of directors' remuneration specified by law are not made; or
- the financial statements are not in agreement with the accounting records and returns.

We have no exceptions to report arising from this responsibility.



Luke Hanson (Senior Statutory Auditor)
for and on behalf of PricewaterhouseCoopers LLP
Chartered Accountants and Statutory Auditors
London
8 April 2022

Angel Trains Limited
Registered Number 2912655
INCOME STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2021

		Year ended 31 December 2021	Year ended 31 December 2020
	Note	£'m	£'m
Revenue	2	425.8	390.7
Cost of sales	5	(196.5)	(198.3)
Gross Profit		229.3	192.4
Administrative expenses	5	(26.6)	(24.4)
Other income	3	4.5	5.3
Operating profit		207.2	173.3
Finance income	4	1.4	3.3
Finance costs	6	(74.0)	(94.3)
Profit before income tax		134.6	82.3
Income tax expense	7	(75.6)	(33.8)
Profit attributable to the owners		59.0	48.5

The notes on pages 22 to 57 form an integral part of these financial statements.

Angel Trains Limited
Registered Number 2912655
STATEMENT OF COMPREHENSIVE INCOME
FOR THE YEAR ENDED 31 DECEMBER 2021

		Year ended 31 December 2021	Year ended 31 December 2020
		£'m	£'m
	Note		
Profit for the financial year		59.0	48.5
Other comprehensive income/(expense)			
<i>Items that will not be reclassified to profit and loss</i>			
Actuarial gain/(loss) on defined benefit pension scheme	28	5.3	(9.0)
Tax on items taken directly to equity		(1.3)	1.7
Total other comprehensive income/(expense) for the year		<u>4.0</u>	<u>(7.3)</u>
Total comprehensive income for the year attributable to the owners		<u><u>63.0</u></u>	<u><u>41.2</u></u>

The notes on pages 22 to 57 form an integral part of these financial statements.

Angel Trains Limited
Registered Number 2912655
STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED 31 DECEMBER 2021

	Called up share capital	Retained earnings	Total equity
	£'m	£'m	£'m
At 1 January 2020	172.3	109.2	281.5
Profit for the year	-	48.5	48.5
Other comprehensive income			
Actuarial loss on defined benefit pension scheme	-	(9.0)	(9.0)
Tax on items taken directly to equity	-	1.7	1.7
Total comprehensive income	-	41.2	41.2
At 31 December 2020	172.3	150.4	322.7
Profit for the year	-	59.0	59.0
Other comprehensive income			
Actuarial gain on defined benefit pension scheme	-	5.3	5.3
Tax on items taken directly to equity	-	(1.3)	(1.3)
Total comprehensive income	-	63.0	63.0
Dividends	-	(30.0)	(30.0)
At 31 December 2021	172.3	183.4	355.7

The notes on pages 22 to 57 form an integral part of these financial statements.

Angel Trains Limited

Registered Number 2912655

BALANCE SHEET AS AT 31 DECEMBER 2021

		31 December 2021	31 December 2020
	Note	£'m	£'m
Assets			
Non-current assets			
Property, plant and equipment	11	655.8	643.7
Right-of-use assets	12	955.5	1,053.7
Investments	14	0.1	0.1
Loans receivable	13,15	38.5	-
		1,649.9	1,697.5
Current assets			
Inventories	9	0.3	0.4
Contract assets	10	9.7	8.9
Current tax assets	18	-	16.0
Trade and other receivables	15	24.4	22.9
Cash and cash equivalents	15	134.3	94.2
		168.7	142.4
Current liabilities			
Trade and other payables	17	(106.9)	(103.8)
Current tax liabilities	18	(7.2)	-
Lease liabilities	12	(45.0)	(48.5)
Contract liabilities	20	(11.5)	(46.2)
Deferred profit	22	(3.3)	(4.7)
		(173.9)	(203.2)
Net current liabilities		(5.2)	(60.8)
Total assets less current liabilities		1,644.7	1,636.7
Non-current liabilities			
Loans payable	13,16	565.8	585.5
Retirement benefit obligation	28	21.3	25.9
Trade and other payables	17	3.5	6.9
Deferred tax liabilities	19	214.6	167.4
Lease liabilities	12	466.8	508.2
Deferred profit	22	17.0	20.1
		1,289.0	1,314.0

Angel Trains Limited

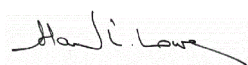
Registered Number 2912655

BALANCE SHEET AS AT 31 DECEMBER 2021 (continued)

		31 December 2021	31 December 2020
	Note	£'m	£'m
<i>Equity attributable to owners of the parent</i>			
Called up share capital	24	172.3	172.3
Retained earnings		183.4	150.4
Total equity		<u>355.7</u>	<u>322.7</u>
Total equity and non-current liabilities		<u>1,644.7</u>	<u>1,636.7</u>

The notes on pages 22 to 57 form an integral part of these financial statements.

The financial statements on pages 16 to 57 were approved by the Board of Directors and authorised for issue on 6 April 2022. They were signed on its behalf by:



A. Lowe
Director

Angel Trains Limited
Registered Number 2912655
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED 31 DECEMBER 2021

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Cash flows from operating activities:		
Cash receipts from customers	383.9	410.3
Cash paid to suppliers and employees	(75.4)	(52.6)
Cash generated from operations	308.5	357.7
Income taxes paid	(6.5)	(41.5)
Interest paid	(44.6)	(48.4)
Net cash generated from operating activities	257.4	267.8
Cash flows from investing activities:		
Interest received	0.1	0.5
Purchase of property, plant and equipment	(59.4)	(138.9)
Proceeds from disposal of property, plant and equipment	3.2	-
Payments to acquire subsidiaries	(0.1)	-
Net cash used in investing activities	(56.2)	(138.4)
Cash flows from financing activities:		
Payments of dividends	(30.0)	-
Repayment of lease liabilities	(44.6)	(45.1)
Repayment of loans	(149.3)	(532.8)
Receipt of new loans	100.0	529.0
Issue of new loans to group companies	(116.0)	(37.8)
Repayment of loan by group company	78.8	38.0
Net cash used in financing activities	(161.1)	(48.7)
Net cash movement in cash and cash equivalents	40.1	80.7
Cash and cash equivalents at the beginning of the year	94.2	13.5
Cash and cash equivalents at the end of the year		
Bank balances and cash	134.3	94.2

The notes on pages 22 to 57 form an integral part of these financial statements.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS - FOR THE YEAR ENDED 31 DECEMBER 2021

1. Significant Accounting Policies

The principal accounting policies adopted in the preparation of these financial statements are set out below. These policies have been consistently applied to all years presented, unless otherwise stated.

General

Angel Trains Limited is a private company, limited by shares and is incorporated and domiciled in England and Wales. The address of the registered office is on page 1. The nature of the Company's operations and its principal activities are set out in the Strategic Report and Directors' Report.

Basis of preparation

These financial statements have been prepared in accordance with international accounting standards in conformity with the requirements of the Companies Act 2006, applicable to companies reporting under International Financial Reporting Standards (IFRS).

The financial statements are prepared under the historical cost convention and on the going concern basis. The preparation of financial statements in conformity with IAS requires the use of certain critical accounting estimates. It also requires management to exercise its judgement in the process of applying the Company's accounting policies. The areas involving a higher degree of judgement or complexity, or areas where assumptions and estimates are significant to the financial statements are disclosed below. These policies have been consistently applied to all the years presented, unless otherwise stated.

In accordance with IFRS 13, fair value measurements and/or disclosures in these financial statements are categorised according to the inputs used in valuation techniques into three levels within a fair value hierarchy. The different levels have been defined as follows:

Level 1 - Quoted prices (unadjusted) in active markets for identical assets or liabilities.

Level 2 - Inputs other than quoted prices included within level 1 that are observable for the asset or liability, either directly (that is, as prices) or indirectly (that is, derived from prices).

Level 3 - Inputs for the asset or liability that are not based on observable market data (that is unobservable inputs).

Critical accounting judgements and key sources of estimation uncertainty

In the application of the Company's accounting policies, which are described below, the directors are required to make judgements, estimates and assumptions about the carrying amounts of assets and liabilities that are not readily apparent from other sources. The estimates and associated assumptions are based on historical experience and other factors that are considered to be relevant. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised if the revision affects only that period, or in the period of the revision and future periods if the revision affects both current and future periods.

Critical judgements in applying accounting policies

The following are the critical judgements, apart from those involving estimates (see below) that the directors have made in the process of applying the Company's accounting policies and that have the most significant effect on the amounts recognised in the financial statements.

Revenue recognition

For revenue of non-capital income (i.e. predominantly maintenance lease rentals 'contract' or 'contracts'), the Company's primary obligation is to maintain customers rolling stock in an operational condition. The Company achieves this by undertaking various maintenance activities over the period of the lease. To determine the correct revenue recognition, the Company determines whether multiple leases with the same customer should be combined and accounted for as one single lease for the purposes of revenue recognition. Equally, the maintenance contracts are assessed and determinations are made as to whether a single or multiple performance obligation exist and to which lease or leases they should be applied to.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

1. Significant Accounting Policies (continued)

Critical accounting judgements and key sources of estimation uncertainty (continued)

Keys sources of estimation uncertainty

Useful lives of property, plant & equipment

As described in the property, plant and equipment accounting policy note below, the Company periodically reviews the useful economical lives. In recent years, the directors determined that the useful economical lives of certain rolling stock should be shortened or extended, due to either commercial or technical changes.

For the current year, the directors have considered the current estimate of useful economic lives are supportable and reasonable and therefore no material changes have been made during the year. A 5% increase/(decrease) in depreciation would have resulted in a £7.1m (decrease)/increase operating profit. Because of the long term nature of rolling stock there is inherent uncertainty, however directors continue to review periodically.

Forecasts and discount rates

As described in the impairment of tangible assets policy below the Company reviews the carrying amounts of its tangible assets and in particular property, plant and equipment and right-of-use assets. The assessment as to whether there are any indications of impairment of property, plant and equipment, in particular rolling stock, are dependent on the estimated future cash flows and the discount rate used to calculate a present value. Because of the long-term nature of rolling stock there is inherent uncertainty, however the Group performs a robust quarterly forecast, which is reviewed by directors.

Maintenance lease rentals

The Company has long term maintenance lease rentals contracts that fall into different financial years and can extend into multiple financial years. The estimated revenues are inherently difficult to predict and estimates are required to assess the whole life maintenance pattern of rolling stock. A significant change in one or more of these estimates may result in increases or decreases in operating profit.

Adoption of the new and revised Standards

At the date of authorisation of these financial statements, the following amended standards were effective for accounting periods beginning on 1 January 2021 but did not have a material impact on the Company's financial statements:

IFRS 16 (amendment) - Covid-19-Related Rent Concessions

IFRS 9, IFRS 7, IFRS 4 and IFRS 16 (amendment) - Interest Rate Benchmark Reform – Phase 2

The following standards, amendments and interpretations to existing standards have been issued but are effective for accounting periods beginning after 1 January 2021, and the Company has not early adopted them:

IFRS 17 - 'Insurance contracts'

IAS 1 (amendment) - Classification of Liabilities as Current or Non-Current

IFRS 3 (amendment) - Reference to the Conceptual Framework

IAS 16 (amendment) - 'Property, Plant and Equipment' — Proceeds before Intended Use

IAS 37 (amendment) - Onerous Contracts — Cost of Fulfilling a Contract

Annual Improvements to IFRS Standards 2018–2021

Revenue recognition

Revenue is measured at the fair value of the consideration received or receivable and represents amounts receivable for goods and services provided in the normal course of business, net of discounts, rebates and sales-related taxes. The Company recognises revenue when the amount of revenue can be reliably measured, it is probable that future economic benefits will flow to the entity and when specific criteria have been met for each of the Company's activities as described below. In the event the lessee terminates early an operating lease, a penalty settlement (if applicable) is agreed, which is recognised as revenue in the period of termination.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

1. Significant Accounting Policies (continued)

Maintenance lease rentals

For most maintenance lease rentals, the customer contracts the Company to provide various maintenance activities over the period of the contract. These activities are a complex service integrating a set of tasks that could be over multiple rolling stock vehicles. The entire contract or combination of contracts is considered as one performance obligation unless more than one performance obligation exists. Because of control transferring over time, revenue is recognised based on the extent of progress towards completion of the performance obligation.

The Company also considers the potential risk where estimates may affect more than one customer contract. For each performance obligation to be recognised over time, the Company recognises revenue using an input method, based on costs incurred during the period. Revenue and the associated margin are calculated by estimates of transaction price and total expected costs.

Finance income

Interest income is accrued on a time basis, by reference to the principal outstanding and at the effective interest rate applicable, which is the rate that exactly discounts estimated future cash receipts through the expected life of the financial asset to that asset's net carrying amount.

Dividend income

Dividend income is recognised when the right to receive payment is established.

Leases

The Company as lessor

The Company has no leases where the terms of the lease transfer substantially all the risks and rewards of ownership to the lessee. Accordingly, all leases are classified as operating leases.

Payments received under operating leases (net of any incentives) are credited to the income statement on a straight-line basis over the period of the lease. Rent-free periods and payments made in advance are accounted for in a way such that the revenue income is consistent each year over the term of the lease. Initial direct costs incurred in negotiating and arranging an operating lease are added to the carrying amount of the leased asset and recognised on a straight-line basis over the lease term.

The Company as lessee

The Company assesses whether a contract is or contains a lease, at inception of the contract. The Company recognises a right-of-use asset and a corresponding lease liability with respect to all lease arrangements in which it is the lessee, except for short-term leases (defined as leases with a lease term of 12 months or less) and leases of low value assets (such as small items of office furniture and printers). For these leases, the Group recognises the lease payments as an operating expense on a straight-line basis over the term of the lease unless another systematic basis is more representative of the time pattern in which economic benefits from the leased assets are consumed.

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted by using the rate implicit in the lease. If this rate cannot be readily determined, the lessee uses its incremental borrowing rate. Lease payments included in the measurement of the lease liability comprise fixed lease payments less any lease incentives receivable.

The lease liability is subsequently measured by increasing the carrying amount to reflect interest on the lease liability (using the effective interest method) and by reducing the carrying amount to reflect the lease payments made.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

1. Significant Accounting Policies (continued)

The Company as lessee (continued)

Right-of-use assets comprise the initial measurement of the corresponding lease liability, lease payments made at or before the commencement day, less any lease incentives received and any initial direct costs. They are subsequently measured at cost less accumulated depreciation and impairment losses.

Right-of-use assets are depreciated over the shorter period of lease term and useful life of the underlying asset. If a lease transfers substantially all the risk and rewards but not necessarily legal ownership, the related right-of-use asset is depreciated over the useful life of the underlying asset. The depreciation starts at the commencement date of the lease.

The Company applies IAS 36 to determine whether a right-of-use asset is impaired and accounts for any identified impairment loss as described in the 'Impairment of tangible assets' policy.

Foreign currencies

The financial statements of the Company are presented in Pounds Sterling, which is the currency of the primary economic environment in which the Company operates (its functional currency). In preparing the financial statements, transactions in currencies other than the Company's functional currency (foreign currencies) are recorded using the exchange rates prevailing at the date of the transaction. At each balance sheet date, monetary assets and liabilities denominated in foreign currencies are retranslated at the rates prevailing on the balance sheet date.

Exchange differences arising on the settlement of monetary asset and liabilities, and on the retranslation of monetary assets and liabilities, are included in the income statement within 'other gains/(losses)'. In order to hedge its exposure to certain foreign exchange risks, the Company enters into forward contracts (see below for details of the Company's accounting policies in respect of such derivative financial instruments).

Borrowing costs

Borrowing costs directly attributable to the acquisition, construction or production of qualifying assets, which are assets that necessarily take a substantial period of time to get ready for their intended use of leasing or sale, are added to the cost of those assets, until such time as the assets are substantially ready for their intended use of leasing or sale. Investment income earned on the temporary investment of specific borrowings pending their expenditure on qualifying assets is deducted from the borrowing costs eligible for capitalisation. The interest rate is capitalised at the average swap rate plus the weighted average margin of the Group's external debt. All other borrowing costs are recognised in the income statement in the period in which they are incurred.

Retirement benefit costs

Benefits for the Company's employees are provided by an Angel Trains Shared Cost Section (the 'Main Scheme'), a defined benefit scheme which is part of the Railways Pension Scheme, but its assets and liabilities are identified separately, and defined contribution retirement benefit plans.

Main Scheme

For defined benefit schemes, the cost of providing benefits is determined using the projected unit credit method, with approximate actuarial valuations being carried out at each balance sheet date. Actuarial gains and losses arising from experience adjustments and changes in actuarial assumptions are charged or credited to equity in other comprehensive income in the period in which they arise. Past service costs are recognised immediately to the extent that the benefits are already vested, and otherwise is amortised on a straight-line basis over the average period until the benefits become vested.

The retirement benefit obligation recognised in the balance sheet represents the present value of the defined benefit obligation as adjusted for unrecognised past service cost, and as reduced by the fair value of scheme assets. The defined benefit obligation is calculated annually by independent actuaries using the projected unit credit method.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

1. Significant Accounting Policies (continued)

Retirement benefit costs (continued)

Main Scheme (continued)

The present value of the defined benefit obligation is determined by discounting the estimated future cash outflows using interest rates of high-quality corporate bonds that are denominated in the currency in which benefits will be paid, and that have terms of maturity approximating to the terms of the related pension liability.

Any asset resulting from this calculation is limited to past service cost, plus the present value of available refunds and reductions in future contributions to the scheme.

Defined contribution

Payments to defined contribution retirement benefit plans are charged as an expense as they fall due.

Current and deferred tax

Tax expense represents the sum of current tax and deferred tax. Tax is recognised in the income statement, except to the extent that it relates to items recognised in other comprehensive income or directly in equity. In this case the tax is recognised in other comprehensive income or directly in equity, respectively.

The tax currently payable is based on taxable profit for the year. Taxable profit differs from profit as reported in the income statement because it excludes items of income or expense that are taxable or deductible in other periods and it further excludes items that are never taxable or deductible. The Company's liability for current and deferred tax is calculated using tax rates that have been enacted or substantively enacted by the balance sheet date.

Deferred tax is recognised on differences between the carrying amounts of assets and liabilities in the financial statements and the corresponding tax bases used in the computation of taxable profit, and is accounted for using the balance sheet liability method. Deferred tax liabilities are generally recognised for all taxable temporary differences and deferred tax assets are recognised to the extent that it is probable that taxable profits will be available against which deductible temporary differences can be utilised. Such assets and liabilities are not recognised if the temporary difference arises from goodwill or from the initial recognition (other than in a business combination) of other assets and liabilities in a transaction that affects neither the taxable profit nor the accounting profit.

The carrying amount of deferred tax assets is reviewed at each balance sheet date and reduced to the extent that it is no longer probable that sufficient taxable profits will be available to allow all or part of the asset to be recovered.

Deferred tax is calculated at tax rates substantively enacted at the balance sheet date that are expected to apply in the period when the liability is settled or the asset realised. Deferred tax is charged or credited to the income statement, except when it relates to items charged or credited directly to equity, in which case the deferred tax is also dealt with in equity.

Deferred tax assets and liabilities are offset when there is a legally enforceable right to set off current tax assets against current tax liabilities and when they relate to income taxes levied by the same taxation authority and the Company intends to settle its current tax assets and liabilities on a net basis.

Property, plant and equipment and right-of-use assets

On 12 June 2008, the Company entered into a sale and leaseback transaction with a fellow group company, The Great Rolling Stock Company PLC. The Company sold the rolling stock vehicles at market value and entered into a finance lease. Market value was determined as the present value of future lease payments. Deferred profit, being the difference between the carrying value and market value is recognised in the Income Statement over the finance lease term on a straight-line basis. Rolling stock acquired prior to 12 June 2008 and any subsequent capital expenditure on these assets are held within right-of-use assets. Rolling stock acquired post 12 June 2008 and any subsequent capital expenditure on these assets are held within property, plant and equipment.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

1. Significant Accounting Policies (continued)

Property, plant and equipment and right-of-use assets (continued)

Property, plant and equipment right-of-use assets are shown at cost less any accumulated depreciation and subsequent accumulated impairment losses. Depreciation for these assets is charged to cost of sales.

On the subsequent sale or retirement of revalued rolling stock, the attributable revaluation surplus remaining in the revaluation reserve is transferred directly to accumulated profits.

Depreciation is charged so as to write off the cost of these assets over their estimated useful lives, using the straight-line method, or in the case of leased buildings, the shorter lease term as follows.

	Years
Rolling stock	25 - 40
Office fixtures and fittings	5 - 10
Computer equipment	3
IT system upgrade	10
Leased buildings	Lease Term

Rolling stock in the course of construction for rental purposes is carried at cost, less any recognised impairment loss. Cost includes professional fees and, for qualifying assets, borrowing costs capitalised in accordance with the Company's accounting policy. Depreciation of these assets, on the same basis as other rolling stock, commences when the assets are ready for their intended use. Intended use is usually identified as when the construction of rolling stock is complete.

Office fixtures and fittings, computer equipment and IT system upgrade are categorised as Other within Property Plant and Equipment in note 11.

The useful economical lives and residual values are reviewed on a periodic basis and adjusted if appropriate. Depreciation is accelerated in the event the useful economic life is shortened. An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

The residual value exposure is the net book value of leased assets at the end of the lease term. This exposure is monitored periodically with any corrections required being made through depreciation.

Gains and losses on disposals are determined by comparing the proceeds with carrying amount and are recognised as other income or losses in the income statement.

Impairment of tangible fixed assets

At each balance sheet date, the Company reviews the carrying amounts of its tangible assets to determine whether there is any indication that those assets have suffered an impairment loss. If any such indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss (if any). Where it is not possible to estimate the recoverable amount of an individual asset, the Company estimates the recoverable amount of the cash-generating unit to which the asset belongs.

Recoverable amount is the higher of fair value less costs to sell and value in use. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects the current market assessments of the time value of money and the risks specific to the asset (cash-generating unit).

If the recoverable amount of an asset (or cash-generating unit) is estimated to be less than its carrying amount, the carrying amount of the asset (or cash-generating unit) is reduced to its recoverable amount. An impairment loss is recognised immediately in the income statement, unless the relevant asset is carried at a revalued amount, in which case the impairment loss is treated as a revaluation decrease.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

1. Significant Accounting Policies (continued)

Impairment of tangible fixed assets (continued)

Where an impairment loss subsequently reverses, the carrying amount of the asset (or cash-generating unit) is increased to the revised estimate of its recoverable amount, but so that the increased carrying amount does not exceed the carrying amount that would have been determined had no impairment loss been recognised for the asset (or cash-generating unit) in prior periods. A reversal of an impairment loss is recognised immediately in the income statement, unless the relevant asset is carried at a revalued amount, in which case the reversal of the impairment loss is treated as a revaluation increase.

Inventories

Inventories represent spares used in rolling stock maintenance and are stated at the lower of cost and net realisable value. Cost represents the purchase price of the spares. Net realisable value represents the estimated selling price less all estimated costs of completion and costs to be incurred in marketing, selling and distribution.

Financial instruments

Financial assets and financial liabilities are recognised on the Company's balance sheet when the Company becomes a party to the contractual provisions of the instrument.

Financial assets

The Company classifies loans receivable, trade and other receivables and cash and cash equivalents as 'finance assets at amortised cost'. Investments in subsidiaries are measured at cost less any impairment. Impairment reviews are performed by the directors when there has been an indication of potential impairment.

Financial assets at amortised cost

Financial assets at amortised cost are measured at initial recognition at fair value, and are subsequently measured at amortised cost using the effective interest rate method. Appropriate allowances for estimated irrecoverable amounts are recognised in the income statement when there is objective evidence that the asset is impaired. The allowance recognised is measured as the difference between the asset's carrying amount and the present value of estimated future cash flows discounted at the effective interest rate computed at initial recognition.

Contract assets

Contract assets are balances due from the customers that arise when performance obligations are performed in line with the contract. Any amount previously recognised as a contract asset is reclassified to trade receivables at the point at which it is invoiced to the customer.

Impairment of financial assets

The Company assesses at the end of each reporting period whether there is objective evidence that a financial asset or group of financial assets is impaired. A financial asset or group of financial assets is impaired and impairment losses are incurred if there is objective evidence of impairment as a result of one or more events that occurred after the initial recognition of the assets and that loss event has an impact on the estimated future cash flows of the financial asset or group of financial assets that can be reliably estimated.

Cash and cash equivalents

Cash and cash equivalents comprise cash in hand and demand deposits, and other short-term highly liquid investments that are readily convertible to a known amount of cash and are subject to an insignificant risk of changes in value.

Financial liabilities

Financial liabilities issued by the Company are classified according to the substance of the contractual arrangements entered into and the definitions of a financial liability. The accounting policies adopted for specific financial liabilities are set out below.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

1. Significant Accounting Policies (continued)

Financial instruments (continued)

Derivative financial instruments

The Company's activities expose it to the financial risks of changes in foreign exchange rates. The Company uses derivative financial instruments to reduce exposure to foreign exchange risk. The Company does not hold or issue derivative financial instruments for speculative purposes.

Derivative financial instruments are initially measured at fair value on the contract date, and subsequently re-measured to fair value at subsequent reporting dates. Gains and losses arising from changes in the fair value of a derivative are recognised as they arise in the income statement.

The use of financial derivatives is governed by the Group's policies approved by the Board of Directors, which provide written principles on the use of financial derivatives consistent with the Group's risk management strategy.

Loan payables

Interest-bearing loans are initially measured at fair value, and are subsequently measured at amortised cost, using the effective interest rate method. Any difference between the proceeds (net of transaction costs) and the settlement or redemption of borrowings is recognised over the term of the borrowings using the effective interest rate method.

Trade and other payables

Trade and other payables are initially measured at fair value, and are subsequently measured at amortised cost, using the effective interest rate method.

Contract liabilities

Contracts liabilities relating to maintenance lease rentals are balances due to customers. These arise if a maintenance lease rental exceeds the revenue recognised to date.

Investment in subsidiaries

Investments in subsidiary undertakings are recorded at cost plus incidental expenses less any provision for impairment. Impairment reviews are performed by the directors when there is indication of potential impairment.

Provisions

Provisions are recognised when the Company has a present obligation as a result of a past event, and it is probable that the Company will be required to settle that obligation. Provisions are measured at the directors' best estimate of the expenditure required to settle the obligation at the balance sheet date, and are discounted to present value where the effect is material.

Share capital

Ordinary shares are classified as equity and have rights to receive all dividends and other distributions, made or paid on the ordinary share capital of the Company.

Consolidation exemption

The Company is exempt from the requirement to prepare consolidated financial statements, under Section 401 of Companies Act 2006 as the Company is a wholly-owned subsidiary of Willow Topco Limited (a Jersey incorporated entity) and the Company's results are consolidated within the financial statements of the parent entity. The Willow Topco Limited consolidated financial statements are available from the registered office, 27 Hill Street, St Helier, Jersey, JE2 4UA. The Company's financial statements therefore present information about the Company as an individual entity and not about the Group.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

2. Revenue

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Operating lease rentals	308.8	305.7
Maintenance lease rentals	112.6	82.6
Management fees	1.1	1.3
Other revenue	3.3	1.1
	425.8	390.7
	425.8	390.7

All revenue relates to United Kingdom operations.

3. Other income

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Release of deferred profit on sale and leaseback	4.5	5.3
	4.5	5.3
	4.5	5.3

4. Finance income

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Interest receivable from group undertakings	1.3	2.8
Other interest receivable	0.1	0.5
	1.4	3.3
	1.4	3.3

The interest receivable from group undertakings represents interest received from The Great Rolling Stock Company PLC. (2020: The Great Rolling Stock Company PLC and Angel Trains Group Limited)

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

5. Expenses by nature

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Changes in inventories (note 9)	0.1	0.1
Employees' emoluments (note 8)	17.8	18.4
Depreciation and impairment (note 11, 12)	144.0	143.3
Advertising costs	0.2	0.1
Acquisition expenses	1.6	-
Other expenses	59.4	60.8
	223.1	222.7
Total cost of sales and administrative expenses	223.1	222.7

Auditors' remuneration for audit services provided to the Company during the year was £338,380 of which £nil related to work for the year ended 31 December 2020 (2020: £389,350 of which £49,950 related to work for the year ended 31 December 2019). There were no fees charged by the auditors for other non-audit services during the year (2020: £nil).

6. Finance costs

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Interest payable to group undertakings	29.7	46.4
Interest payable for lease liabilities	44.3	48.0
Interest capitalised	-	(0.1)
	74.0	94.3
	74.0	94.3

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

7. Income tax expense

The charge for taxation based on the profit for the year is based on United Kingdom corporation tax at 19.00% (2020: 19.00%) and comprises:

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Current tax:		
Current tax charge on profits for the year	31.0	19.9
Adjustments in respect of prior years	(1.3)	(0.2)
Total current tax charge	29.7	19.7
Deferred tax		
Origination and reversal of temporary differences	(5.0)	(4.2)
Adjustments in respect of prior years	0.6	0.1
Effect of tax rate change	50.3	18.2
Total deferred tax	45.9	14.1
Total tax charge	75.6	33.8

The tax on the Company's profit before tax differs from the theoretical amount that would arise using the weighted average tax rate applicable to profits of the Company as follows:

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Profit before taxation	134.6	82.3
Expected tax charge at 19.00% (2020: 19.00%)	25.6	15.6
Expenses not deductible	0.4	0.1
Effect of change in tax rate	50.3	18.2
Adjustments in respect of prior years	(0.7)	(0.1)
Tax charge for the year	75.6	33.8

The Company's profits for this accounting year are taxed at the main corporation tax rate of 19.00% (2020: 19.00% effective rate).

In the Finance Act 2021 which received Royal Assent on 10 June 2021, it was announced that the main rate of corporation tax would increase to 25% from 1 April 2023. The effect of the increase in the future tax rate has been reflected in the charge to the income statement for the year.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

8. Employees' emoluments

The average monthly number of persons employed by the Company (including directors) during the year, analysed by category, was as follows:

Department	Year ended 31 December 2021	Year ended 31 December 2020
	Number	Number
Executive and support functions	40	41
Customer-facing staff	31	30
Engineering and technical	52	50
	123	121

Employee costs during the year amounted to:

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Wages and salaries	13.2	14.1
Social security costs	1.7	1.8
Other pension costs	2.9	2.5
	17.8	18.4

9. Inventories

	31 December 2021	31 December 2020
	£'m	£'m
Spares for rolling stock	0.3	0.4

During the year, £0.1m (2020: £0.1m) of inventories were recognised as cost of sales.

10. Contract Assets

	31 December 2021	31 December 2020
	£'m	£'m
Amounts falling due within one year		
Maintenance services	9.7	8.9

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

11. Property, plant and equipment

	Rolling stock	Other	Total
	£'m	£'m	£'m
Cost			
At 1 January 2020	718.9	13.0	731.9
Additions	36.6	0.2	36.8
Disposals	(0.5)	-	(0.5)
	<hr/>	<hr/>	<hr/>
At 31 December 2020	755.0	13.2	768.2
Additions	9.4	0.5	9.9
Disposals	(8.0)	-	(8.0)
At 31 December 2021	756.4	13.7	770.1
	<hr/> <hr/>	<hr/> <hr/>	<hr/> <hr/>
Accumulated depreciation			
At 1 January 2020	89.9	8.5	98.4
Charge for the year	20.5	1.5	22.0
Impairment losses	4.4	-	4.4
Disposals	(0.3)	-	(0.3)
	<hr/>	<hr/>	<hr/>
At 31 December 2020	114.5	10.0	124.5
Charge for the year	21.5	1.3	22.8
Impairment losses	-	-	-
Reversal of impairment losses	(25.0)	-	(25.0)
Disposals	(8.0)	-	(8.0)
At 31 December 2021	103.0	11.3	114.3
	<hr/> <hr/>	<hr/> <hr/>	<hr/> <hr/>
Net book value			
At 31 December 2021	653.4	2.4	655.8
	<hr/> <hr/>	<hr/> <hr/>	<hr/> <hr/>
At 31 December 2020	640.5	3.2	643.7
	<hr/> <hr/>	<hr/> <hr/>	<hr/> <hr/>

In the current year, no impairments were considered necessary. There are reversal of impairment losses for an amount £25.0m in relation to one fleet, based on management's forecast value in use ("VIU") of the fleet versus its carrying value

In determining the VIU management discounted its forecast cash flows using a discount rate based on what it considers to be a market pre-tax weighted average cost of capital ("WACC") of 5.1%.

The cash flow projections considered current contracted rent, extension rent i.e. where an option exists to extend the lease and estimates of future re-lease rents. Forecast future rent was estimated taking into account current market conditions and past experience.

Whilst management considers the future cash flows to be highly subjective due to the longevity of the forecast period, it considers the VIU of assets to be most sensitive to changes in the discount rate assumption.

If all other variables remained constant and the discount rate had been 0.5% higher no impairment is still considered. If all other variables remained constant and the cashflows had been 5% lower no impairment is still considered

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

12. Leases (Company as lessee) (continued)

b. Amounts recognised in the income statement

The income statement shows the following amounts relating to leases:

	Year ended	Year ended
	31 December	31 December
	2021	2020
	£'m	£'m
Depreciation and impairment charge/(reversals) of right-of-use assets		
Rolling Stock	(145.2)	(116.2)
Buildings	(0.9)	(0.7)
	(146.1)	(116.9)
Interest expense (included within finance cost)		
Rolling Stock	(44.2)	(47.9)
Buildings	(0.1)	(0.2)
	(44.3)	(48.1)

Included in depreciation and impairment charge, are impairment losses of £10.7m and reversals of £3.0m. The majority of the charge (£8.4m) relates to an early lease termination, where the life of the fleet was shortened and the vehicles disposed. This also precipitated accelerated depreciation of £16.9m on the fleet, with an offsetting £16.9m recognised in revenue. The remaining impairment of £2.3m related to rolling stock damaged in an accident. There are reversals of impairment losses for an amount £3.0m in relation to one fleet, based on management's forecast value in use ("VIU") of the fleet versus its carrying value. In determining the VIU management discounted its forecast cash flows using a discount rate based on what it considers to be a market pre-tax weighted average cost of capital ("WACC") of 5.1%.

The cash flow projections considered current contracted rent, extension rent i.e. where an option exists to extend the lease and estimates of future re-lease rents. Forecast future rent was estimated taking into account current market conditions and past experience.

Whilst management considers the future cash flows to be highly subjective due to the longevity of the forecast period, it considers the VIU of assets to be most sensitive to changes in the discount rate assumption.

If all other variables remained constant and the discount rate had been 0.5% higher no impairment is still considered. If all other variables remained constant and the cashflows had been 5% lower, then an impairment of £1.3m would have been considered.

During the year, the total cash outflow for leases was £44.6m (2020: £45.1m)

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

13. Financial assets and liabilities by category

31 December 2021	Note	Financial assets at amortised cost
		£'m
Assets as per balance sheet		
Loans receivable	15	38.5
Contract assets	10	9.7
Trade and other receivables (excluding prepayments)	15	23.3
Cash and cash equivalents	15	134.3
Total		205.8
Liabilities at amortised cost		
		£'m
Liabilities as per balance sheet		
Loans payable	16	565.8
Lease liabilities	12	511.8
Trade and other payables (excluding non-financial liabilities)	17	66.5
Total		1,144.1
31 December 2020		
		Financial assets at amortised cost
		£'m
Assets as per balance sheet		
Contract assets	10	8.9
Trade and other receivables (excluding prepayments)	15	21.6
Cash and cash equivalents	15	94.2
Total		124.7
Liabilities at amortised cost		
		£'m
Liabilities as per balance sheet		
Loans payable	16	585.5
Lease liabilities	12	556.7
Trade and other payables (excluding non-financial liabilities)	17	66.3
Total		1,208.5

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

14. Investments

Details of the Company's subsidiary at 31 December 2021 is as follows:

Entity	Year end	Principal activities	Place of business	Holding of investment	Percentage of interest %
Angel Locomotive Leasing Limited	31 December	Dormant	England and Wales	Direct holding of 1 ordinary share of £1	100%
Angel Trains Rolling Stock Limited	31 December	Leasing	Jersey	Direct holding of 100,000 ordinary shares of £1	100%

15. Financial assets at amortised cost & other current assets

Loans receivable

31 December 2021	31 December 2020
£'m	£'m

Amounts falling due after more than one year

Amounts owed by group undertakings

38.5	-
------	---

As at 31 December 2021, the Company had a loan issued to The Great Rolling Stock Company PLC of £38.5m (2020: £nil). This loan is unsecured, and bears interest at the weighted average cost of the Group's senior debt plus a margin and have no fixed maturity date. The directors considered that the carrying amount of the Company's loans receivable approximated to their fair value.

Trade and other receivables

31 December 2021	31 December 2020
£'m	£'m

Amounts falling due within one year

Trade receivables	0.7	0.1
Prepayments	1.1	1.3
Other receivables	22.6	21.5
	<u>24.4</u>	<u>22.9</u>

The directors consider that the carrying amount of trade and other receivables approximates to their fair value.

Cash and cash equivalents

Cash and cash equivalents comprise of cash held by the Company and short-term bank deposits with an original maturity of three months or less. The carrying amount of these assets approximates to their fair value.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

16. Loans payable

	31 December 2021	31 December 2020
	£'m	£'m

Amounts falling due after one year

Loans from group undertakings	565.8	585.5
-------------------------------	-------	-------

All the Company's carrying amounts are denominated in Pounds Sterling.
The effective interest rates paid were as follows:

	31 December 2021	31 December 2020
Loans from group undertakings	5.25%	6.62%

The directors consider that the carrying amount of the Company borrowings approximates to their fair value.

The amounts are unsecured and bear interest at the weighted average cost of the Group's senior debt plus a margin and have no fixed maturity date. The directors have received confirmation from the lender that they will not be calling any loans for repayment within the next 12 months.

17. Trade and other payables

	31 December 2021	31 December 2020
	£'m	£'m

Due within one year:

Trade payables	4.6	5.0
Other taxation and social security	12.6	16.6
Other payables	4.2	3.1
Accruals and deferred income	85.5	79.1
	106.9	103.8

Due after one year:

Other payables	3.5	6.9
	110.4	110.7

Trade and other payables principally comprise amounts outstanding for trade purchases, ongoing costs, deferred income on operating lease rentals and accruals on interest. The directors consider that the carrying amount of trade and other payables approximates their fair value.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

18. Current tax (liabilities)/assets

	31 December 2021	31 December 2020
	£'m	£'m
Current tax (liabilities)/assets	(7.2)	16.0

At 31 December 2021, the Company had current tax liabilities of £7.2m (2020: (£16.0m) current tax assets), of which (£2.6m) is repayable from (2020: (£0.2m) repayable from) HM Revenue & Customs and £9.8m is payable to (2020: £15.8m repayable from) other group companies.

19. Deferred tax liabilities

	31 December 2021	31 December 2020
	£'m	£'m
Deferred tax assets	12.2	11.6
Deferred tax liabilities	(226.8)	(179.0)
	(214.6)	(167.4)

The following are the major deferred tax assets and liabilities recognised by the Company, and the movement thereon, during the current and prior reporting periods.

Deferred tax assets

	Retirement benefit scheme	Deferred profit on sale and leaseback	Other	Total
	£'m	£'m	£'m	£'m
At 1 January 2020	2.7	5.1	0.9	8.7
(Credit)/Charge to the income statement for the year	0.1	(1.0)	0.8	(0.1)
Credit to equity for the year	1.7	-	-	1.7
Effect of change in tax rate to income statement	0.4	0.6	0.1	1.1
Adjustments to prior years	-	-	0.2	0.2
	4.9	4.7	2.0	11.6
At 31 December 2020	4.9	4.7	2.0	11.6
(Credit)/Charge to the income statement for the year	0.1	(0.8)	-	(0.7)
Charge to equity for the year	(1.3)	-	-	(1.3)
Effect of change in tax rate to income statement	1.6	1.2	0.4	3.2
Adjustments to prior years	-	-	(0.6)	(0.6)
	5.3	5.1	1.8	12.2
At 31 December 2021	5.3	5.1	1.8	12.2

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

19. Deferred tax liabilities (continued)

Deferred tax liabilities

	Accelerated capital allowances
	£'m
At 1 January 2020	163.7
Credit to the income statement for the year	(4.3)
Adjustment relating to prior years	0.3
Effect of change in tax rate	19.3
	179.0
At 31 December 2020	179.0
Credit to the income statement for the year	(5.7)
Adjustment relating to prior years	-
Effect of change in tax rate	53.5
	226.8
At 31 December 2021	226.8

The opening deferred tax balances are reflected at a rate of 19.00%, to reflect the projected average rate that deferred tax was expected to unwind at the 31 December 2020 balance sheet date.

In Finance Act 2021 which received Royal Assent on 10 June 2021, it was announced that the main rate of corporation tax would increase to 25.00% from 1 April 2023.

The effect of change in tax rate has been reflected in the charge to the income statement for the year, and closing deferred tax assets or liabilities are provided for at a hybrid rate of 24.86%. This is based on the projected average rate that deferred tax at the balance sheet date is expected to unwind. The actual rates at which deferred tax will unwind are 19% during 2022, 23.5% during 2023 and 25% thereafter.

20. Contract liabilities

	31 December 2021	31 December 2020
	£'m	£'m
Amounts falling due within one year		
Maintenance services	11.5	46.2
	11.5	46.2

The directors consider that the carrying amount of contract liabilities approximates to their fair value.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

21. Capital commitments

	31 December 2021	31 December 2020
	£'m	£'m
Commitments for the acquisition of property, plant and equipment & right-of-use assets	97.8	147.3

At 31 December 2021, the Company had capital commitments of £97.8m (2020: £147.3m), being the capital expenditure authorised and contracted for but not provided for in the financial statements. This commitment is for a number of capital modification projects to the existing fleets.

22. Deferred profit

Deferred profit on sale and leaseback transaction

	£'m
At 1 January 2020	30.1
Profit recognised during the year	(5.3)
At 31 December 2020	24.8
Profit recognised during the year	(4.5)
At 31 December 2021	20.3

	31 December 2021	31 December 2020
	£'m	£'m
Deferred profit		
Non-current	17.0	20.1
Current	3.3	4.7

23. Contingent liabilities

The Company is guarantor in respect of the following group undertakings:

The Great Rolling Stock Company PLC and Angel Trains Group Limited:

£2,718,242,000 (of which 1,534,313,000 (2020: 1,557,055,000) remains outstanding) Senior term and revolving credit facilities agreements.

Willow Holdco 1 Limited:

£325,000,000 (of which £325,000,000 (2020: £325,000,000) has been drawn down) Junior facility agreements.

The Great Rolling Stock Company PLC.

£4,000,000,000 (of which £723,608,000 (2020: £781,800,000) has been drawn down) Bond programme for the issuance of secured guaranteed notes.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

24. Called up share capital

	31 December 2021	31 December 2020
	£	£
Authorised:		
200,000,000 (2020: 200,000,000) Ordinary shares of £1 each	200,000,000	200,000,000
Issued, called up and fully paid:		
172,342,966 (2020: 172,342,966) Ordinary shares of £1 each	172,342,966	172,342,966

The Company has one class of ordinary shares which carry no right to fixed income.

25. Leases (Company as lessor)

At the balance sheet date, the Company has contracted rolling stock under operating leases with train operating companies for the following future minimum lease payments:

	31 December 2021	31 December 2020
	£'m	£'m
Within one year	340.3	336.6
Between one and two years	273.5	266.9
Between two and three years	220.7	205.3
Between three and four years	80.4	158.9
Between four and five years	43.9	56.4
Later than five years	62.3	55.3
	1,021.1	1,079.4

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

26. Residual value exposures

The residual value exposure is the net book value of rolling stock leased out by the Company under operating leases at the end of each expected lease term. Residual value exposure is monitored by lease on a periodic basis with any corrections being made through depreciation.

	Rail Assets	Rail Assets
	2021	2020
	£'m	£'m
Expected net book value at lease expiry date		
Within one year	57.5	280.3
Between one and two years	244.8	45.3
Between two and four years	591.3	582.2
More than four years	284.2	307.8
	1,177.8	1,215.6
Total	1,177.8	1,215.6

27. Risk management

The major risks associated with the Company's business are market risk, credit risk and liquidity risk. The management of these risks are carried out at a group level by the ultimate parent company, Willow Topco Limited. The Group has established a comprehensive framework for managing these risks which are continually evolving as business activities change in response to market, credit, product and other developments.

Market risk

Market risk is defined as the risk of loss as a result of adverse changes in risk factors including interest rates and foreign exchange.

The Company's activities expose it primarily to the financial risks of changes in interest rates and foreign exchange rates. The significant interest rate risk arises from loans. The Company's loans are with other companies within the Group and are not hedged. The Company manages its foreign exchange risk partially by using forward foreign exchange contracts to hedge a portion of its foreign exchange exposure.

Foreign currency risk management

It is the policy of the Company to enter into forward foreign exchange contracts to cover specific foreign currency payments. During the year, the Company was not exposed to any material foreign exchange exposures on foreign currency transactions that required it to enter into forward foreign exchange contracts (2020: none).

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

27. Risk management (continued)

Interest rate sensitivity analysis

The other major sensitivity factor affecting the Company is movement in interest rates at the balance sheet date. For floating rate liabilities, the analysis is prepared assuming the amount of liability outstanding at balance sheet date was outstanding since the beginning of the financial year.

A movement of +/- 1% in interest rates, when applied to statistical models and all other variables were held constant, will have the following impact on the profit in the financial statements.

	Variability	31 December 2021	31 December 2020
		£'m	£'m
Interest rates	+1%	(5.3)	(5.8)
Interest rates	-1%	5.3	5.8

Liquidity risk

Liquidity risk is the risk that the Company is unable to meet its obligations as they fall due.

Liquidity management within the Company focuses on both overall balance sheet structure and control, within prudent limits, of risk arising from the mismatch of maturities across the balance sheet and from the undrawn commitments and other contingent obligations. For details on loans payable refer to note 16.

For trade and other payables refer to note 17. The Company policy is to negotiate and agree terms and conditions with its suppliers. The table below analyses the Company's financial liabilities into relevant maturity groupings based on the remaining period at balance sheet date to the contractual maturity date. The amounts included in the table are the contractual undiscounted cash flows. As a result, these amounts will not reconcile to the amounts disclosed on the balance sheet.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

27. Risk management (continued)

Liquidity risk (continued)

The following tables detail the remaining contractual maturities for financial liabilities.

	Within one year	In the second to fifth years inclusive	Over five years	Total
31 December 2021	£'m	£'m	£'m	£'m
Trade and other payables (excluding deferred income and other taxation and social security)	91.1	3.5	-	94.6
Loans from group undertakings	-	565.8	-	565.8
Interest payable on loans from group undertakings	29.4	-	-	29.4
Lease liabilities	45.0	141.4	325.4	511.8
Interest expense related to lease liabilities	40.8	132.5	114.0	287.3
	<u>206.3</u>	<u>843.2</u>	<u>439.4</u>	<u>1,488.9</u>

	Within one year	In the second to fifth years inclusive	Over five years	Total
31 December 2020	£'m	£'m	£'m	£'m
Trade and other payables (excluding deferred income and other taxation and social security)	83.4	6.9	-	90.3
Loans from group undertaking	-	585.5	-	585.5
Interest payable on loans from group undertakings	32.4	-	-	32.4
Lease liabilities	48.5	149.4	358.8	556.7
Interest expense related to lease liabilities	44.6	144.6	142.8	332.0
	<u>208.9</u>	<u>886.4</u>	<u>501.6</u>	<u>1,596.9</u>

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

27. Risk management (continued)

Capital risk management

The Company manages its capital to ensure that the Company will be able to continue as a going concern while maximising the return to shareholders through the optimisation of the debt and equity balance. The capital structure of the Company consists of debt, which includes the borrowings disclosed in note 16, cash and cash equivalents and share capital disclosed in note 24 and retained earnings.

Credit risk

Credit risk is the risk arising from the possibility that the Company will incur losses from the failure of counterparties and customers to meet their obligations.

The Company's principal financial assets are cash and cash equivalents, contract assets, trade and other receivables and loans receivable, owed by other members of the group. The carrying amount of financial assets recorded in the financial statements represents the Company's maximum exposure to credit risk and is a guarantor as disclosed in note 23. The Company does not hold collateral over these balances.

The credit risk on liquid funds is limited because the counterparties are banks with high credit ratings assigned by international credit-ratings agencies.

The Company's credit risk is primarily attributable to its trade, operating lease receivables and contract assets, although this is also considered limited as lease rentals are mainly payable in advance.

Trade, other receivables and contract assets ageing analysis

	31 December 2021	31 December 2020
	£'m	£'m
Not due	34.1	31.8
Total	34.1	31.8

The Company has no significant concentration of credit risk, with exposure spread over a number of counterparties and customers.

28. Retirement benefit scheme

Defined benefit plan

The Company operates a final salary defined benefit scheme of its own for qualifying employees in the UK, the Angel Trains Shared Cost Section ("Section") of the Railways Pension Scheme (the "Main Scheme"). The Section has separately identifiable assets and liabilities from the remainder of the Main Scheme.

Provision for the costs of these benefits is charged to the income statement over the average remaining future service lives of the eligible employees.

The most recent actuarial valuation of plan assets and the present value of the defined benefit obligation was carried out at 31 December 2021 by independent actuaries. The results of these calculations have been based on the results of the last formal valuation of the scheme as at 31 December 2019, allowing for adjustments, on an approximate basis, to allow for differences between the valuation and IAS 19 calculations. The average contribution rate during the year for the Company's scheme is split between the Company and the employee at 20.1% and 12.3% respectively (2020: 19.1% and 12.1%) of pensionable salaries.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

28. Retirement benefit scheme (continued)

Defined benefit plan (continued)

The discounted mean term of the Section's Defined Benefit Obligation ("DBO") was 20 years based on the results of the valuation as at 31 December 2019.

The Company is exposed to a number of risks relating to the Section including assumptions not being borne out in practice. The most significant risks are as follows:

Asset volatility: There is the risk that a fall in asset values is not matched by a corresponding reduction in the value placed on the Section's DBO. The Section holds a proportion of growth assets, which are expected to outperform corporate and government bond yields in the long-term but gives exposure to volatility and risk in the short-term.

Change in bond yields: A decrease in corporate bond yields will increase the value placed on the Section's DBO, although this will be partially offset by an increase in the value of the Section's corporate bond holdings.

Inflation risk: The majority of the Section's DBO is linked to inflation where higher inflation will lead to a higher value being placed on the DBO. Some of the Section's assets are either unaffected by inflation or loosely correlated with inflation (e.g. growth assets), meaning that an increase in inflation will generally increase the deficit.

Life expectancy: An increase in life expectancy will lead to an increased value being placed on the Section DBO. Future mortality rates cannot be predicted with certainty.

Contribution rate: The Scheme Rules give the Scheme Actuary the power to set the contribution rates for the Company if no agreement can be reached between the Trustee and the Company.

Technical Provision shortfall

The full actuarial valuation of the Section as at 31 December 2019 highlighted a Technical Provisions shortfall of £1.8m. This is considered recoverable via the existing contributions payable that were established following the last actuarial valuation based at 31 December 2016. The expected value of these contributions are forecast to be £2.3m, leaving the scheme fully funded by the time they have all been paid and providing a small surplus of £0.5m.

A consultation process to agree a recovery plan with the active members concluded in January 2021. The recovery plan that has been agreed by the trustees, is for the employer to continue with the annual instalments of £0.48m up to April 2024, with the active members' contribution to the deficit, via their section pay, reducing from 1.83% to 1.29% from 1 July 2021 through to 31 March 2025.

In addition to the above, the Future Joint Service Contribution Rate increased to 20.5% employer and 11.0% employee (65%:35% split), from 1 July 2021.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

28. Retirement benefit scheme (continued)

Membership data

	31 December 2021	31 December 2020
Active members		
Number	49	52
Annual payroll (£m)	3.6	3.9
Average age	51.1	50.6
Deferred members		
Number	121	120
Total deferred pension (£m)	0.7	0.7
Average age	54.2	53.5
Pension members (including dependants)		
Number	67	67
Annual pension payroll (£m)	1.6	1.4
Average age	66.9	66.2

Contribution data

	31 December 2021	31 December 2020
	£'m	£'m
Employer contributions paid during the period	1.1	1.1
Employer contributions expected over following period	0.7	0.7
Employee contributions paid during period	0.4	0.4
Employee contributions expected over the following period	0.4	0.4

Asset data

The fair value of plan assets at the balance sheet date is analysed as follows:

	Value at 31 December 2021	Value at 31 December 2020
	£'m	£'m
Growth assets	61.9	55.5
Government bonds	21.7	16.0
Other assets	0.7	0.7
Total asset value	84.3	72.2

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

28. Retirement benefit scheme (continued)

Asset data (continued)

The plan assets do not include any of the Company's own financial instruments, nor any property occupied by, or other assets used by, the Company.

The expected rates of return on individual categories of plan assets are determined by reference to relevant indices published by the London Stock Exchange. The overall expected rate of return is calculated by weighting the individual rates in accordance with the anticipated balance in the plan's investment portfolio.

In terms of the distinction between quoted and unquoted assets; the assets are predominately held in pooled funds with unit prices rather than being classified as directly quoted stocks. This is because there is typically no active market in these funds as units can only be bought from or sold to the fund manager.

Summary of assumptions

The significant actuarial assumptions were as follows:

	31 December 2021	31 December 2020
Discount rate	1.9 %	1.6 %
Future price inflation (RPI measure)	3.2 %	2.7 %
Future price inflation (CPI measure)	2.8 %	2.2 %
Increase in pensions (CPI measure)	2.8 %	2.2 %
Expected rate of salary increase	4.0% pa for 1 year, 2.8% pa for 2 years, then 3.2% pa thereafter	1.2% for 1 year, 2.0% for next 2 years, then 2.7% pa thereafter

Assumptions regarding future mortality are set based on actuarial advice in accordance with published statistics and experience in the UK.

The assumed average expectation of life in years at age 65 is as follows:

	31 December 2021	31 December 2020
Male currently age 65	22.2	22.2
Male currently age 45	23.5	23.5
Female currently age 65	23.1	23.0
Female currently age 45 - other	24.6	24.5

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

28. Retirement benefit scheme (continued)

Defined benefit liability at end of year

The amount recognised in the balance sheet in respect of the Company's defined benefit retirement benefit plan is as follows:

	31 December 2021	31 December 2020
	£'m	£'m
Defined benefit obligation at end of year		
Active members	(46.5)	(40.5)
Deferred members	(25.7)	(23.6)
Pensioner members	(37.1)	(38.1)
	(109.3)	(102.2)
Total	(109.3)	(102.2)
Value of assets at end of year	84.3	72.2
Fund status at end of year	(25.0)	(30.0)
Adjustment for the members' share of deficit	3.7	4.1
	(21.3)	(25.9)
Net defined benefit liability at end of year	(21.3)	(25.9)

Reconciliation of net defined benefit liability

	31 December 2021	31 December 2020
	£'m	£'m
Opening net defined benefit liability	(25.9)	(16.4)
Employer's share of pension expense	(2.1)	(2.0)
Employer contributions	1.4	1.5
Total gain/(loss) recognised in other comprehensive income	5.3	(9.0)
	(21.3)	(25.9)
Closing net defined benefit liability	(21.3)	(25.9)

Pension expense

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Employer's share of service cost	1.6	1.6
Employer's share of administration costs	0.1	0.1
	1.7	1.7
Total employer's share of service cost	1.7	1.7
Employer's share of net interest on defined benefit liability	0.4	0.3
	2.1	2.0
Employer's share of pension expense	2.1	2.0

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

28. Retirement benefit scheme (continued)

Other comprehensive income (OCI)

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Gain due to liability experience	(0.3)	(0.3)
Loss due to liability assumption changes	4.1	12.7
Return on plan assets greater than discount rate	(9.1)	(3.4)
Total (gain)/loss recognised in the OCI	(5.3)	9.0

Reconciliation of defined benefit obligation (DBO)

	31 December 2021	31 December 2020
	£'m	£'m
Opening defined benefit obligation	102.2	85.3
Service cost	1.9	1.7
Interest cost on DBO	1.6	1.8
(Gain)/Loss on DBO - experience	(0.3)	0.3
(Gain)Loss/ on DBO - demographic assumptions	(0.2)	0.8
Loss on DBO - financial assumptions	5.0	13.5
Actual benefit payments	(0.9)	(1.2)
Closing defined benefit obligation	109.3	102.2

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

28. Retirement benefit scheme (continued)

Reconciliation of value of assets

	31 December 2021	31 December 2020
	£'m	£'m
Opening fair value of plan assets	72.2	66.8
Interest income on assets	1.1	1.4
Return on plan assets greater than discount rate	10.6	3.8
Employer contributions	1.4	1.5
Actual benefit payments	(0.9)	(1.2)
Administration costs	(0.1)	(0.1)
	84.3	72.2
Closing fair value of plan assets	84.3	72.2

The Reconciliation of Defined Benefit Obligation (DBO) and Reconciliation of Value of Assets tables above show the movement in the assets and DBO of the Section as a whole. Some of the figures therefore differ from those in the other disclosures, which reflect the Company's share of the costs and DBO associated with the Section.

DBO sensitivity analysis to significant actuarial assumptions

	Year ended 31 December 2021	Year ended 31 December 2020
Sensitivity	Approximate change in DBO	Approximate change in DBO
	£'m	£'m
Discount rate	-1.0% p.a	(26.5)
Price inflation (CPI measure)	+0.5% p.a	(12.0)
Salary increases	+0.5% p.a	(1.7)
Life expectancy	+1 year	(4.4)

The sensitivity figures as at 31 December 2021 are based on the DBO as noted in 'Reconciliation of defined benefit obligation' table above.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

29. Dividends

	Year ended 31 December 2021	Year ended 31 December 2020	Year ended 31 December 2021	Year ended 31 December 2020
	Pence per share	Pence per share	£'m	£'m
Dividends	17.41	-	30.0	-

Dividends of £30.0m (2020: £nil) were paid by the Company during the year to 31 December 2021.

30. Parent companies

The Company's immediate parent company and smallest group of undertakings to consolidate these financial statements is Angel Trains Group Limited with its registered office at 27 Hill Street, St Helier, JE2 4UA, Jersey.

The Company's ultimate holding company, ultimate controlling party, and the parent of the largest group into which the Company is consolidated is Willow Topco Limited which is incorporated and registered in Jersey. The registered office is 27 Hill Street, St Helier, JE2 4UA, Jersey.

31. Related party transactions

In addition to the subsidiaries listed in note 14 and parent companies listed in note 30, the Company had related party relationships with the directors and the following members of the Group:

Angel Trains Holding Limited *

Angel Trains Group Limited**

Willow Holdco 1 Limited *

Willow Holdco 2 Limited *

Angel Infrastructure Limited **

The Great Rolling Stock Company PLC**

Angel Leasing Company Limited **

Angel Trains Consulting Limited **

Willow Rolling Stock UK Limited (dissolved 31 August 2021)

* The registered office is 27 Hill Street, St Helier, JE2 4UA, Jersey.

** The registered office is 123 Victoria Street, London, SW1E 6DE.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

31. Related party transactions (continued)

Trading transactions

During the year, the Company had the following transactions with related parties:

31 December 2021

	Income/ Interest received	Purchases/ Interest paid	Amounts owed by related parties	Amounts owed to related parties
	£'m	£'m	£'m	£'m
Parent	0.4	28.4	-	565.8
Fellow subsidiaries	2.3	45.6	38.5	509.1
Total	2.7	74.0	38.5	1,074.9

31 December 2020

	Income/ Interest received	Purchases/ Interest paid	Amounts owed by related parties	Amounts owed to related parties
	£'m	£'m	£'m	£'m
Parent	2.9	1.7	-	537.5
Fellow subsidiaries	1.4	92.7	-	601.1
Total	4.3	94.4	-	1,138.6

The amounts outstanding are unsecured and will be settled in cash. No guarantees have been given or received.

Directors emoluments

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Aggregate emoluments	3.9	1.3

Retirement benefits are accruing to 2 directors (2020: 2) under a defined benefit scheme. Retirement benefits are accruing to 2 directors (2020: 2) under a money purchase pension scheme.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

31. Related party transactions (continued)

Highest paid director

	Year ended 31 December 2021	Year ended 31 December 2020
	£'m	£'m
Total emoluments and amounts (excluding shares) receivable under long-term incentive scheme	1.0	0.3

For the year, the highest paid director had contributed £29,000 to a defined contribution scheme (2020: annual pension £70,586 and a lump sum £43,646 in relation to a defined benefit scheme).

32. Non-cash transactions

During the year, the Company entered into the following non-cash investing and financing activities which are not reflected in the Statement of Cash Flows.

The Company received interest of £1.3m by way of increasing loans receivable by £1.3m.
The Company incurred finance cost of £29.6m by way of increasing loans payable by £29.6m.

33. Reconciliation of liabilities arising from financing activities

	1 January 2021	Financing cash flows	Other changes	31 December 2021
	£'m	£'m	£'m	£'m
Loans from related parties	585.5	(49.3)	29.6	565.8
Lease liabilities	556.7	(44.6)	(0.3)	511.8
	1,142.2	(93.9)	29.3	1,077.6
	1 January 2020	Financing cash flows	Other changes	31 December 2020
	£'m	£'m	£'m	£'m
Loans from related parties	592.5	(3.7)	(3.3)	585.5
Lease liabilities	602.0	(45.1)	(0.2)	556.7
	1,194.5	(48.8)	(3.5)	1,142.2

'Other changes' include interest accrual and other non cash settlements during the year.

Angel Trains Limited

NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021 (continued)

34. Events after the balance sheet date

On 28 January 2022, the Company acquired Readypower Group Limited (“Readypower”), a specialist rail and infrastructure services provider. Readypower provides specialised on-track plant equipment as well as civil engineering, drainage, haulage and operating services to the UK rail sector. It plays a critical role in helping to modernise the UK’s rail network as electrification and upgrades continue throughout the country. The acquisition cements the Company’s commitment to investing in rail assets in the UK. Readypower operates from six major hubs around the UK and is already supporting vital rail infrastructure improvement projects to help level up the country. The Company plans to support Readypower’s growth by investing in the latest machinery and technology to support critical rail assets, developing sustainable solutions for the future.

The financial effects of this transaction have not been recognised at 31 December 2021. The operating results and assets and liabilities of the acquired company will be consolidated from 28 January 2022.

Except for the above, there have been no significant events between the year end and the date of approval of the financial statements which would require a change or an additional disclosure in the financial statements.