

MARY BONAR

EDUCATION

**University College
London LLB**

**Solicitors Finals First
Class Honours 1971**

**Fellow of the Chartered
Institute of Logistics and
Transport**

KEY SKILLS

Leading rail industry legal specialist appointed by legal firms to establish and lead rail practices

Widespread experience of public and private financing models for infrastructure and rolling stock

Negotiation of key contracts with Network Rail and regulatory authorities to permit infrastructure access for the operation of rail services

Detailed knowledge of the legal procedures necessary to establish new train operating companies including ownership structures and governance arrangements

Presentation to UK and International public authorities and stakeholders regarding new transport projects including metro & light rail schemes

Comprehensive knowledge of the requirements of trustees for charitable bodies

CURRENT APPOINTMENTS

**Commissioner and
Trustee of the
Independent Transport
Commission**

**Trustee Worshipful
Company of Carmen**

**Director and Trustee
Tring Park School Trust**

**Director and Trustee Arts
4 Dementia**

**Director Renaissance
Trains Limited**



Mary Bonar has been at the forefront of the legal processes that are an integral part of the current structure for Britain's railways. She is one of the leading rail activity industry specialists and at the start of the privatisation process in 1994 formed and led the rail group at Wilde Sapte. As a result she provided advice to new market entrants who wished to acquire train operating companies, rolling stock leasing companies, and the incumbent management teams.

In her distinguished career she also established the transport practice at law firm Nabarro Nathanson and similarly the global rail practice at Stephenson Harwood and has been retained as a consultant for the public service law firm Bevan Brittan.

As a transport adviser she combines experience in public and private financing models and the advisory work required with a comprehensive knowledge of regulatory requirements and knows her way around the complex contractual matrix which underpins the operation of the UK rail industry as well as the European Union framework which has an increasing influence on structural industry development.

SELECTED EXPERIENCE IN SENIOR LEGAL & EXECUTIVE ROLES

Mary was an equity partner in the Lincolns Inn practice Gamlens from 1973 to 1989 where she set up and managed the company commercial department. In 1989 joined the Wilde Sapte (became Dentons) Partnership to practice asset finance. Here the major projects practice was established and the post of Head of Rail was held.

From 1999 to 2006 was appointed as Partner at Nabarro Nathanson to be head of transport, infrastructure and operations then moving to the international law firm Stephenson Harwood where responsibility was to establish and run the global rail practice.

As a Director of Renaissance Trains Limited acted a lead negotiator in all legal and regulatory aspects involved in establishing a new train operating company licensed to run services under the open access provisions of the 1993 Railways Act. This involved the agreement to form a Joint Venture company with John Laing the owners of the Chiltern Railways franchise and the governance of the Wrexham and Shropshire company as a director of WSMR (Holdings) Ltd. This included negotiations with the Office of Rail Regulation, ATOC related to staff benefits, and Network Rail with regard to approval of the Track Access Agreement.

Mary's skills and experience include knowledge of charity, corporate, commercial, competition and employment law, as well as finance and governance which are core requirements when acting in the role of trustee to a number of charitable organisations.

Advice has been provided to the DfT, UK franchised, open access operators, and Eurostar as well as the World Bank, and infrastructure organisations such as HSL-Zuid, Eurotunnel and HS1. In addition to a central government focus involving regulatory issues work has been undertaken with Transport for London, Passenger Transport Executives and the emerging combined authorities that are increasing responsible for decisions and funding for public transport outside London. This includes providing advice that relates to the growing number of light rail operations, and the emerging tram-train proposal where the national network infrastructure will be shared with locally sponsored operations.

The lead role held at a number of legal practices has also meant involvement in different methods of funding for the provision of rail infrastructure and rolling stock involving debt finance, leasing agreements and public private partnerships.