New guide to supplier assurance published

RSSB has published a new guide to supplier assurance arrangements practiced in today’s railway. The guide called Securing Supplier Assurance is aimed at any rail company that undertakes procurement activity as well as the supply market.

Supplier assurance arrangements are deployed to assist in the management of imported supply chain risk, comply with legislation, avoid repetitive duplication of effort and help with customer-supplier relationships.

Over the past 20 years a variety of supplier assurance arrangements, including a number of third party schemes, have developed in an unstructured way across the rail industry and a major opportunity has been identified to improve both the effectiveness and efficiency of these existing arrangements. To help realise this opportunity RSSB has worked with its members and many other buyer and supplier industry stakeholders to research the existing landscape and plan how to improve.

A three-stage improvement plan has been established:

• Stage 1 - Alignment – develop a common product and services category list, (ii) align audit interventions to remove overlap and duplication, (iii) introduce mutual recognition of approvals and certifications and (iv) improve alignment between SMS holders and third party scheme providers.

• Stage 2 - Integration – building on stage one to then establish (i) a risk based approach to product and service categories, (ii) a single mainline rail industry audit programme, and (iii) an industry ‘information hub’ providing common access to supplier assurance information.

• Stage 3 - Performance improvement – use of real performance feedback to refine assurance processes and drive continuous improvement.

As one of the early deliverables of Stage 1, a new user-friendly guide has been prepared. ‘Securing supplier assurance published’...
assurance’ provides readers with the following:

- A shared and consistent explanation of what supplier assurance is, the principles that underpin it, and how companies go about securing it
- An overall understanding of the present-day supplier assurance arrangements, alongside signposts and reference points to existing schemes and organisations which are designed to help
- What future supplier assurance arrangements might look like, and the major cross-industry project which is underway to make the vision a reality

The guide was formally launched at the conference, ‘Delivering a Better Value Railway Summit’ organised by Network Rail and London Underground at the Britannia International Hotel, London on 20 June. It will also be available on the dedicated website http://www.rssb-safp.com/default.aspx and copies will be circulated to nominated representatives throughout the industry.

Technical Specifications for Interoperability – Status update

Technical Specifications for Interoperability (TSIs) are common European technical standards for the railway system. The use of TSIs is mandated by the Railways (Interoperability) Regulations 2006.

A number of TSIs for the conventional rail network have recently been published in the Official Journal of the European Union (in this context, ‘conventional rail’ simply means ‘not high speed’). The new TSIs are:

- Rolling Stock (Noise) TSI (Decision 2011/229/EU)
- Energy TSI (Decision 2011/274/EU)
- Infrastructure TSI (Decision 2011/275/EU)
- Rolling Stock (Locomotives and Passenger Carriages) TSI (Decision 2011/291/EU)
- Operation and Traffic Management TSI (Decision 2011/314/EU)
- Telematic Applications for Passenger Services TSI (Decision EU 454/2011)

The publication of these TSIs represents an important step forward for interoperability. Together with previously published TSIs, they provide a complete suite of conventional rail TSIs for the first time.

The RSSB website provides a TSI Status Summary chart listing details of all TSI. The chart has recently been updated to reflect the publication of the new TSIs. The summary chart can be found on the ‘Technical Specification for Interoperability’ page of the RSSB website (http://www.rssb.co.uk/EUROPE/Pages/TSI.aspx).

For more information on TSIs, please contact Jon Taylor, head of standards policy on 020 3142 5601 or email jon.taylor@rssb.co.uk.

Rail Industry Standard for Passenger Train Dispatch and Platform Safety

The new Rail Industry Standard (RIS) has, in its development, been supported by a member of the public, Mr George Slade who sadly lost his son in a platform-train interface accident. The document RIS-3703-TOM Rail Industry Standard for Passenger Train Dispatch and Platform Safety is written to provide a broad consideration of as many risks as feasible relating to train dispatch and sets out the operational requirements and the management of behaviour on station platforms. This document was approved by the Traffic Operation and Management Standards Committee on 1 March 2011.

The platform-train interface presents a number of hazards for station users, which can be made worse by their behaviour, such as alighting or boarding trains in a hurry or standing too close to the platform edge. The key risks include slips, trips and falls as well as low frequency but high consequence events such as dragging, falling from a platform and / or being struck by a train or electrocuted. Platform safety is therefore a key area of focus for railway undertakings and for the infrastructure manager.

Some of the activities considered in the Rail Industry Standard include:

- The development of the train dispatch process based on risk assessment
- Visibility to carry out a train safety check and monitoring during departure
- Staff roles and responsibilities
- Performance, review and error management
Eco-driving research and case studies

Eco-driving is the name given to train driving techniques intended to reduce economic and environmental costs. It involves driving a train as energy efficiently as possible, ensuring safe and punctual arrival and departure times but without the excessive use of power and fuel.

In December 2009, ATOC and RSSB co-hosted an industry seminar on eco-driving and an agreed action led to the cross-industry Operations Focus Group (OFG) sponsoring research undertaken by RSSB to collate details of existing experience and initiatives and produce a high level hazard assessment and validation of the potential energy savings that can be made.

The work has now been completed and published. A key finding is that eco-driving provides broader benefits to the performance of the business and railway system over and above the direct benefits of fuel and energy savings. These include smoother rides for passengers and other indirect cost savings through decreased wear and tear on train and track. The techniques resonate with other aspects of professional driving, and associated initiatives help to establish even stronger relationships throughout the operational community.

The research has led ATOC and OFG to ask RSSB to organise another seminar in 2012 on eco-driving in order to update and share good practice. OFG is also recommending that operators adopt relevant examples of good practice identified in the work, while reinforcing a key research finding that prioritises safety and performance over eco-driving, and continuing to raise awareness of the potential for distraction while eco-driving during driver training.

A dedicated eco-driving section on Opsweb (www.opsweb.co.uk) has been developed to help explain what eco-driving is, and links through to the research findings which also include case studies on eight TOCs/FOCs. The report was presented at the World Congress on Railway Research in Lille at the end of May.

The project was managed by RSSB as part of the rail industry’s research and development programme, and overseen by a cross-industry steering group drawn from the railway operations community. Technical input was provided by RSSB in-house, including risk analysis and human factors expertise, thus keeping the costs down and the knowledge and experience within the industry.

Full details of the research project can be found on www.rssb.co.uk.

The project reference is T839, Eco-driving: understanding the approaches, benefits and risks.

Risk Management Forum 2011

The annual Risk Management Forum was held at RSSB’s offices on 6 April 2011. This year it was preceded by an informal workshop held for risk practitioners the afternoon before. The conference was split into four sessions of equal length with each session having a separate theme; namely New Risk Assessment Requirements, Safety Culture, Health and Assurance. The speakers, who came from a range of industries, gave their time freely – their slides can be found at www.safetyriskmodel.co.uk.

127 delegates were registered for the event, 114 attended representing 69 organisations. Many late applications to participate had to be turned away due to high demand.

Feedback was positive and there were a number of good suggestions for future RMF events. The RMF Steering Group will convene soon to start planning the 2012 event.

The pre-forum workshop was split into two sessions; the first was led by Patrick Davis from British Airways that involved the attendees developing “Bow tie risk models”. The second session was led by Kevin Thompson of RSSB; in this attendees selected case studies and worked through the Taking Safe Decisions framework, including use of the associated analysis tool.