1. Purpose of the paper

This paper provides the RSSB board with an update on the support that RSSB has offered the industry over the last 12 months to the Sustainable Rail Programme (SRP) and the Technical Strategy and comments on other areas where RSSB activity has or can have an impact on long term strategy. It is particularly relevant at this time as the Rail Delivery Group is considering the potential creation of a Rail Systems Agency (RSA).

2. Key Points

2.1 RSSB is owned by the main players in the sector and is the place where a number of key cross industry activities and decisions are taken, using a consensus approach in accordance with transparent governance.

2.2 The industry uses this capability to deliver key cross industry positions on the development of technical strategy (through the Technical Strategy Leadership Group (TSLG)), on sustainable development (through the Sustainable Rail Programme) on the future direction of standards (through the ISCC) and on the future of safety data collection, measurement and targets (through the Safety Policy Group). Outputs from all of these activities will form part of the Initial Industry Plan (IIP) for Control Period 5. A summary of the achievements from the SRP and Technical Strategy is included in sections 3 and 4.

2.3 RSSB supports two cross industry groups that identify risks and collaborative actions in the areas of operational and community safety (Operations Focus Group (OFG) and the Community Safety Steering Group (CSSG)). A brief update on these is given in section 5.

2.4 In addition to the current functions, over recent years several areas have been identified where the industry lacks a strategic and collaborative approach, and could benefit the industry bottom line through working more closely together,

- **Industry data and information systems** – including integrating SMIS and the SRM into core industry asset management and performance systems but also defining the relationship between core shared systems and company specific systems – in short, the industry’s data architecture.
• **Reporting** – broadening safety and performance reporting to RAMS Reporting, verification and assurance management systems.

• **EU engagement** – from involvement in government led national strategy development to implementation of programmes for changes to the system.

• **Industry corporate memory** – building on RDDS, T&RS SMG, M&EE Group and other industry knowledge activities RSSB has been asked to collate and maintain.

• **Health** – broadening safety reporting to include health reporting to underpin the improvement of the long term health and fitness of the rail sector’s workforce in order to reduce costs associated with staff sickness, premature retirement, financial claims etc.

• **Sustainability** - developing rail’s central role within an integrated transport system in order to contribute to future long term objectives and strategy for the rail industry of the future.

In relation to industry data systems, RSSB has been active in the following areas:

• Documenting non Network Rail cross industry systems (a catalogue will be completed and published by the end of 2011);

• Developing a proposal to modernise and upgrade the basic rolling stock records shared systems (known as the Rolling Stock Library and RAVERS). A paper on this subject will be brought to a future Board meeting;

• At Network Rail’s invitation Colin Dennis now chairs the cross industry Systems Code Industry Review Group;

• Developed an industry business case for a Defect Reporting and Corrective Action System (DRACAS) for control command and signalling systems.

2.5 In all cases mentioned in 2.4 there are outline or exemplar business cases that suggest that collaborative activity would help delivery of better services, increase capacity and reduce costs, though the mechanism to deliver them is not always clear and the mechanism to enable winners to compensate losers will need the active involvement of both DfT and ORR.

2.6 It is no surprise to us that some of these have been picked up in the RVfM report and in view of the debate about the possible creation of a RSA, the Board is invited to consider whether there are any areas where RSSB should be taking steps to equip itself to undertake or support any or all of these activities.

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1 Reliability, Availability, Maintainability and Safety

2 Rail Documentation and Drawing Services Ltd, Traction and Rolling Stock Systems Management Group, Mechanical and Electrical Engineering Group.
3. Sustainable Rail Programme – support to the industry’s long term strategy and planning

3.1 The key achievements from the SRP are summarised as:

- Developing a whole life cycle carbon footprint for the railway to better understand and prioritise its carbon management activity
- Successfully working with industry and government to exclude traction energy from the Carbon Reduction Commitment
- Developing the SD principles and collating a set of KPIs against them to understand and monitor industry’s performance
- Supporting the industry in developing “Station Travel Plans” to encourage end to end journey planning and modal shift
- Developing the plan for industry to manage noise and carbon in CP5 as part of the Initial Industry Plan (IIP). This includes the development of the industry carbon management framework to facilitate energy and carbon reductions
- Support the embedding of the SD Principles and carbon management framework, in franchise policy, as has been successfully achieved in the West Coast Mainline competition
- Monitoring performance against the baseline indicators and highlight industry trends and performance, including an assessment of other transport modes.

4. Technical Strategy – support to the long term technical strategy and planning

4.1 RSSB developed and commissioned the TSLG input to the RVfM review on innovation which led to significant recommendations - in particular relating to research and innovation.

4.2 During the year TSLG developed and commenced work on 5 “game changers” for the long term future. These are:

- Long term energy strategy
- Future traffic and control systems
- Whole system reliability
- Data and Communications
- Breaking down the barriers to innovation

4.3 Good progress has been made toward a Rail Technical Strategy 2 – to be published in support of industry planning for CP5 during 2012. A significant consultation was conducted which broadly endorsed the TSLG proposed approach, and in particular, the game changers listed above. Input to the IIP has been made with arguments in support of a very substantial increase in funding for development/innovation activity as part of the CP5 settlement.

4.4 TSLG is currently leading the development of a cross industry, cross modal initiative to encourage the Technology Strategy Board to create and partially fund a transport technology and innovation centre (TIC). The £7.5m additional funding that RSSB has bid for from the DfT is in support of this initiative.
4.5 Under TSLG guidance significant research projects have been delivered in the areas of; Railway functional architecture, Mega city suburban, Climate change adaptation, low adhesion detection and understanding the wheel rail interface in current time. During the year, a single engineering project (led by a Systems Interface Committee) contributed to long term planning by placing a long term value on differences in weight of rolling stock.

5. Operations Focus Group and Community Safety Steering Group

5.1 A collaborative review is currently underway between Network Rail, ATOC and RSSB to explore the potential to merge the Operations Focus Group (OFG) and Community Safety Strategy Group (CSSG) into a single national forum which will proactively review the rail system risk profile, safety performance and sponsor collaborative improvement products, programmes and initiatives. The review will also examine the potential to replace the various route based Network Rail and train operator cooperative groups with a simplified structure based around a single risk review forum per route and a national equivalent for freight and mainline plant operators. This new approach is expected to be completed in the Autumn and, subject to RSSB Board approval, be implemented in late 2011 and early 2012

6. Recommendations

The directors are asked to:

6.1 NOTE progress on the Sustainable Rail Programme and Technical Strategy achievements as set out sections 3 and 4, and the discussions around the future of OFG and CSSG in 5.

6.2 CONSIDER and ADVISE the company on whether there are any steps it should take in relation to the areas set out in Section 2.