Preparing for a different future

This year has seen some consistent themes across the spectrum of RSSB’s work. The rail industry needs to adapt, to innovate, and collaborate in order to provide the value for money that government, taxpayers, and fare payers expect. We have been supporting those aims in all aspects of our work: reducing costs, innovating and exploring new ways of delivering our products and services as effectively as possible.

RSSB’s main contribution to the industry’s efforts is through the supporting services that it delivers to its members, through standards, safety data intelligence, research, and through managing national initiatives.

Creating value

Much of the industry’s attention this year has been centred on the different future that is anticipated in response to the Rail Value for Money (VfM) study.

As well as preparing to respond to the findings of the study, clarifying issues where needed.

With the backdrop of the economic downturn we have made cost savings wherever we can. The DfT announced a reduction in the funding of the RSSB-managed research programme, to £9m per year up to 2014/15. The ‘core’ and ‘strategy support’ research programmes have been combined, to create efficiencies; and the R&D headcount was reduced by 25%, in a voluntary redundancy scheme that reduced the number of staff employed by RSSB from 250 to 230. RSSB members also made a contribution to fund the 2011 R&D programme.

Focus on systems

The System Interface Committees (SIC), all facilitated by RSSB, have continued their work in developing efficiencies and providing more effective systems. Examples of the output and value from the SICs follow in the next paragraphs.

During 2011 work was concluded on the implementation of a risk tool to assess whether trains could continue in service with a failed track circuit actuator. The tool has been made available to an increasing number of
trains. Use of the risk tool is anticipated to reduce train cancellations by 50%, saving the industry a predicted £6.8m over 20 years.

The SICs have also supported work on a number of other initiatives to support efficiency and cost-effectiveness.

The Vehicle/Train Control and Communications (V/T C&C) SIC has supported work on driver advisory systems and, with the Vehicle/Train Energy SIC, the implementation of regenerative braking. These two projects, which have continued throughout 2011, each have the potential to reduce total energy consumption by as much as 25% in some situations.

The V/T C&C SIC has also sponsored work to produce a specification for a defect reporting and corrective actions system (DRACAS) architecture that allows industry to introduce the system. Expected financial benefits are in the order of £500m over 20 years.

In the field of communications, the Operational Communications Programme aims to provide a single integrated strategy for delivering mobile services and systems that enable rail to take advantage of developments in the telecoms industry, avoids the development of ad-hoc proprietary systems and enables stakeholders to be informed buyers.

The Vehicle/Track SIC has continued to support development of the Vehicle Track Interaction Strategic Model and Track-Ex (from Network Rail), both of which have been completed during the year, enhancing the industry’s ability to understand, and thus reduce, the effects of fleet changes and track maintenance regimes on whole life costs of a route, which may in turn affect track access charges.

Similarly, the Wheelset Management Model (WMM) has been developed to give a better understanding of the interaction of wheel tread damage, and rolling contact fatigue damage. With the Wheel Profile Damage Model, the WMM can be used to evaluate wheelset whole-life costs and wheel tread damage and wear for varying vehicle duty conditions or routes. Anticipated benefits identified in the business case predict a benefit of £11.6m over a period of 10 years.

The Vehicle/Structures SIC (V/S SIC) has supported work to standardise the size and
shape of rail vehicles and the structures in and alongside which they have to work. Projects to define lower and upper sector gauges, initially for suburban passenger vehicles, have been matched with work to develop ‘absolute’ gauging models that will compare vehicle envelopes with actual structures, to minimise costly reshaping of existing infrastructure.

Better data, better decision making

The Office for Rail Regulation (ORR) has taken a policy decision to rely on RSSB-produced data in the production of some safety statistics and its annual report. This was one of the reasons that ORR asked for access to the annual data quality health check.

In finalising the arrangements with the ORR we have entered into an MOU that will describe in detail the regular reports that will be supplied by RSSB to the ORR. In some cases, ORR wants to use other data, or even commission bespoke reports from SMIS or the Safety Risk Model.

This year saw the fourth round of annual health checks, with all mainline train operators and Network Rail participating.

Overall, national data quality percentage improved by nine percentage points, up from 81% to 90%. Of the 30 stakeholders participating, 12 improved their scores by more than 10% and 4 by more than 25%.

As one part of the data quality initiatives, RSSB has been checking and verifying all injury data, back to 2001, where we believe any of the key fields has incorrect data.

Improvements in reporting have led to incident numbers increasing in some areas (for example workforce and passenger assaults). RSSB analysts believe the levels being captured are now more accurate, and that the increase seen is not an actual increase in events.

Managing risk

The industry agreed process for making decisions affecting safety is set out in the document ‘Taking Safe Decisions’ (TSD). Since 2008 it has been used extensively by RSSB and Network Rail and by some train operators. TSD has been recognised and used by other industries such as the Highways Agency. However, there is a varied level of awareness within the TOC/FOC community and during 2012 RSSB will seek to ensure it is
more fully understood within the industry.

During the year RSSB produced version 7 of the Safety Risk Model, which charts the continued downward trend in risk in the rail industry. At the end of the year the ORR was commissioning a review of the model to see how it could be used to support its work.

In April RSSB published a three-part guide to undertaking accident investigations on the railway. Sponsored by the Safety Policy Group (SPG) the guidance supports the totality of the accident investigation process from having the necessary competent resources, to conducting proportionate investigations, making recommendations and then learning the appropriate lessons. We have subsequently developed training courses on ‘Human Factors Awareness for Incident Investigators’.

Over the past year, passenger risk at the passenger/train interface (PTI) has been one of the key focus areas for the Operations Focus Group (OFG). The group established a PTI sub-group, which commissioned RSSB to produce a special topic report. The report, published in June, formed the basis of a PTI workshop that took place at ATOC in the same month. Among the outcomes of these activities, the OFG sub-group has now, with support from ATOC, been expanded to cover the totality of passenger risk in stations.

In closely related work, a second SWeRVe DVD was issued in the summer, to help coach station staff in avoiding conflict situations.

RED 28 DVD covered risk at the platform/train interface; the Rail Industry Standard for Passenger Train Dispatch and Platform Safety Measures RIS-3703-TOM; and the PTI special topic report.

OFG recognised that the scale of work required a dedicated plan and resource to work alongside all the TOCs and Network Rail. In support of this RSSB has funded a temporary post of Project Manager, Station Safety in the National Programmes team to support the OFG working group and to co-ordinate a programme of improvements including identifying and promoting good practice.

In another OFG-sponsored project, on behalf of the whole industry, RSSB produced a major new modular training product for shunters. The
product is designed to support all aspects of shunting duties on the railway (freight, passenger, and on-track plant), including formal training and competence assessment, as well as self-paced refresher training for individuals.

**Standards that work for the industry**

RSSB continued to make good progress during 2011 on bringing RGSs into line with their central purpose: which is to enable the different participants in the industry to cooperate where they need to do so, without having to reinvent the basis of that cooperation every time. This work continued to reduce the number of RGSs in force, while the industry makes increasing use of other types of document in RSSB's range of standards – we have developed more Rail Industry Standards (RIS) (standards that duty holders may choose to adopt) and Guidance Notes, at the industry’s request.

RSSB’s technical work extends to the development of tools and techniques for use by the industry. Two examples of this are the Safety Culture Toolkit and Non-Technical Skills training. The former, a tool for measuring, benchmarking and improving a company’s safety culture has been used by 21 companies to date with five other companies currently undertaking surveys. The toolkit has been licensed to RISSB in Australia and licensing discussions are underway with companies from other transportation modes. Non-technical skills training for train drivers has been developed and piloted with two RSSB member companies. The development and use of such skills underpins the roll out of the New Approach to the Rule Book. The evaluation of the impact of this training has shown significant improvements in drivers’ non-technical skills. The materials and supporting training delivered by RSSB will be launched during 2012.

The ‘New Approach’ programme is on schedule and on budget. Notable achievements in 2011 include: Tranche 3 coming in force from June 2011, and Tranches 4 and 5 in force from December; with Tranche 6 approved for implementation in June 2012. Timely progress is being made on the remaining tranches. Following a request from industry, disposition statements for each Tranche (currently Tranches 2 to 6) are now available via the RSSB website. These explain the rationale

‘RSSB’s technical work extends to the development of tools and techniques for use by the industry.’
The Board of RSSB has long recognised the importance of the ‘New Approach’, and in 2011 we have put considerable effort into articulating the value it adds...

As part of the ‘New Approach’ programme of work the TOM Operations team has developed and created the Operational Concept document (OCD) for the GB mainline railway. This provides the link between the aims outlined in the Fundamental Operating Principles (that underpin the national operating rules and procedures in the Rule Book), with Railway Group Standards containing processes and requirements for duty holders within their safety management systems. The OCD was approved as a relevant strategy document in December by the RSSB Board.

The Board of RSSB has long recognised the importance of the ‘New Approach’, and in 2011 we have put considerable effort into articulating the value it adds, to consolidate support across the industry. The VfM study recognises the ‘New Approach’ as an enabler of significantly greater cost efficiency.

Standards supporting safety

Standards formed the main topic of discussion at the first Industry Safety Meeting of 2011. The key points arising from the discussion were:

- Better communication about standards. Standards are seen as necessary and valuable, but there needs to be greater understanding both of how they work and how people should work with them. Messages need to be better tailored to specific audiences, and our knowledge management programme should go a long way to addressing this.
- Better access to information should also help improve engagement between those who make and those who use standards.

A non-mandatory appendix has been added to GE/RT8047, which covers additional reporting of events. The Yards, Depots and Sidings project involves extending the scope of the SRM, and subsequently SMIS, to incorporate incidents and injuries in areas away from the operational railway. Although many stakeholders have been reporting these incidents for some years, they were asked to sign up to the initiative in April 2010, committing to reporting events taking place in these locations. This additional reporting will add to the overall quality of safety data for the industry.

Also in the operations field, recent significant safety incidents associated with train dispatch from platforms...
highlighted the importance of having advice that minimises the risks associated with people falling between a platform and a departing train. At the industry’s request, RSSB has completed a new Rail Industry Standard RIS-3703-TOM. The document sets out factors to take into account when developing or reviewing the train dispatch process and/or identifying measures to manage passenger and public behaviour on station platforms.

RIS-3703-TOM is a good example of effective interfaces between a number of operations and engineering RGS documents, along with practical support in the RSSB Alarms and Alerts Guidance and Evaluation Tool, and research project T764 Evaluation of the benefits of yellow lines on non-high-speed platforms. In addition this RIS references initiatives from other industry sources such as the DfT, British Standards, and London Underground.

Standards supporting efficiency

The RSSB Board endorsed the updated Industry Standards Co-ordination Committee (ISCC) Strategic Plan in March. The plan supports ISCC’s goals of delivering cost-effective standards, communicating effectively with industry about standards, and engaging effectively with Europe, UK Government and GB industry about standards issues. Standards are a ‘force for good’ in managing the railway, and ISCC would like to see the industry embrace them as such. ISCC’s work has continued to progress according to plan.

An important emphasis in ISCC’s work is improving engagement between those who create and manage standards (in ISCC itself and in the Standards Committees), and those who use the standards. The aim is to obtain feedback from the ‘front line’ users of standards about any problems encountered, so that the standards can be improved as a result; and to help improve understanding about how to work with standards. This is being progressed in a number of ways including the development of straightforward briefing materials about how to work with standards. In addition, RSSB and Network Rail jointly ran a workshop with people involved in station projects, to help ‘spread the word’ about using standards effectively.

Each Standards Committee has also now produced a Strategic

‘Standards are a ‘force for good’ in managing the railway, and ISCC would like to see the industry embrace them as such.’
Plan, endorsed by ISCC, which sets out its key activities over the next few years in support of domestic and European standards.

Amongst many individual standards projects being progressed by Standards Committees, one particularly worthy of note is GM/RT2453 (Registration, Identification and Data to be Displayed on Rail Vehicles), which was published during 2011 concluding a complex project to bring together requirements associated with the placing into service of rail vehicles. The document includes both requirements applicable to day-to-day operational needs (via the Rolling Stock Library) and supports legislative requirements of the National Vehicle Register and the European Register of Authorised Types of Vehicles (ERATV).

Innovation

Innovation is one of the keys to the rail industry maintaining and growing its position as a carbon-efficient mode of transport. But innovation needs leadership, a fact that was recognised by the Technical Strategy Advisory Group (TSAG), which changed its name, form, and function, at the beginning of the year, to become the Technical Strategy Leadership Group (TSLG). The name change coincided with the end of the consultation period for the Rail Technical Strategy, and responded to findings in the TSAG-sponsored research, published in October 2010, Enabling technical innovation in the GB rail industry – barriers and solutions.

In its new rôle providing leadership, TSLG has been involved in discussions across the GB transport industry, to develop a bid for government funding to create a transportation Technology and Innovation Centre. Anything new that is introduced onto the railways needs to be proven, and to facilitate the introduction of innovative technologies RSSB has developed, on behalf of TSLG, the testing and trialling pages on the TSLG website. In association with TSLG and the Rail Industry Association, we have published a Good practice guide for testing and trialling new technology for Britain’s railways.

On behalf of TSLG, RSSB launched another means of encouraging innovation in mid-September with the Technology Strategy Board...
RSSB/TSB Memorandum of Understanding. A co-funded competition, Accelerating Innovation, will generate up to £8m of R&D from a rail industry contribution of £2m, with a focus on the development end of the research spectrum. The scope of the competition includes development of component technologies, market-led application development, and business model innovation. During September and October the competition was promoted to a broad range of businesses both within and outside of the rail industry. This will be the first of a series of co-funded activities with the TSB.

RSSB has continued to provide significant input to the development and implementation of the European Rail Traffic Management System (ERTMS), including the development of standards to support national implementation. These take into account the experience of the Cambrian Early Deployment Scheme and build on the success of gaining UK Specific Cases in the CCS TSI that will enable the implementation of ERTMS in an economically efficient way. Examples include standards for driver/machine interfaces, ERTMS cryptographic key management, and ERTMS configuration parameters (known as ‘national values’). RSSB has maintained its contribution to the FTN/GSM-R Programme, especially in supporting arrangements to reduce the likelihood of operationally disruptive spurious railway emergency calls (REC), and developing rules and procedures to reduce the operational impact of RECs, whilst maintaining an acceptable level of safety, when they do occur.

Managing knowledge

RSSB holds, and will continue to develop and accumulate, large quantities of knowledge and information. Being able to deliver it effectively to those people who need to make use of it requires constant effort and innovation. To that end, RSSB has continued to progress work to support the delivery and implementation of a far reaching programme that will transform our ability to manage data, information, and knowledge in ways that will increase its value to the industry.

‘RSSB holds, and will continue to develop and accumulate, large quantities of knowledge and information. Being able to deliver it effectively to those people who need to make use of it requires constant effort and innovation.’
Changing structures

As part of its overall programme of efficiencies and improved effectiveness, membership of the RSSB Board has been restructured. The minimum number of independent executive directors was reduced from three to two, at the same time adding second Network Rail and TOC representatives. While we wait for the suggestions from the VfM study to be considered, the RSSB Board has also taken on the governance rôle for the R&D programme.

Despite a 2010 change from an RGS that made CIRAS membership mandatory to a RIS which makes it voluntary, there has been no impact on membership or income. Rigorous management has meant that CIRAS expenditure for the year 2010-11 was considerably below budget. Consequently, subscriptions for 2011-12 were reduced by seven percent.

The funding mechanism for Railway Documentation and Drawing Services Ltd (RDDS) changed from April 2011. This is expected to generate cost savings of 20-30% over two years. RSSB has also been exploring how it might assure continuing access for the industry to the assets that RDDS holds.

The Community Safety Steering Group (CSSG) rationalised its sub-groups, expanding remits and enhancing cooperation between the groups. CCSG is concentrating efforts on issues around level crossings, suicides, and the effectiveness of cooperation between various industry groups and Community Safety Partnership Groups.

The Road Rail Interface Safety Group expanded its role to cover all road rail matters including incursions, bridge strikes, and level crossings.

Supplier assurance

Stage one of the planned development of a new supplier assurance model, as recognised by the VfM study and led by RSSB, started in April. Significant progress has been made to establish coherent industry control over the various third-party schemes and to deliver short-term improvements. Using Stage one as a platform, Stage two, ‘modernisation’, will start early in 2012 and continue the development of supplier assurance through a risk-based approach to controlling risks in a cost efficient manner. At the same time it will provide
support for the adoption of strategic supply chain management as envisaged by the VfM study.

At the same time, the RISAS model of supplier assurance continues to provide value to the industry supply chain and it is intended to incorporate this concept, the world’s most demanding supplier assessment certification process, within stage two of the new supplier assurance model. During 2011 the number of suppliers approved or undergoing RISAS assessment grew by almost 100%. The field of application for RISAS is currently limited to the market for the overhaul of assets and components for trains. However, this will expand significantly in the new model, which is based on risk and criticality assessment and is aligned with industry’s expectations, particularly those expressed by the majority of its SMS duty holders.

**Collaborative working**

RSSB, through its position as a cross-industry body, has always sought to create efficiencies at interfaces. Over recent years the industry has identified several areas where a more strategic and collaborative approach could benefit the bottom line. In addition to its core roles, RSSB has taken on a number of activities to help various parts of the industry work more closely together.

During 2011 this has included:

- 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. RSSB has produced a catalogue of non-Network Rail cross-industry systems. At Network Rail’s invitation, RSSB’s Head of Safety Knowledge and Planning now chairs the cross-industry Systems Code Industry Review Group

- 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

‘During 2011 the number of suppliers approved or undergoing RISAS assessment grew by almost 100%.’
asked to collate and maintain.

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

- Level crossings – supporting Network Rail’s review of the way it manages level crossing risk, RSSB has carried out a significant update of the All Level Crossings Risk Model.

- Work sponsored by the SICs included producing a specification for an industry-wide defect reporting and corrective actions system, with potential benefits of £500m over 20 years. Analysis to underpin a recommendation to replace the third-rail DC network with 25kV AC OLE during CP5 and CP6, in order to increase capacity and performance, and accommodate future growth.

- Publication of Key Technical Requirements for non-mandatory rolling stock features, which will assist the development of specifications for new trains or refurbished rolling stock; to increase standardisation and deliver efficiency savings.

- Work on gauging, covering both existing infrastructure and a new lower sector vehicle gauge which, once tested and refined, will reduce costs in the areas of infrastructure work, vehicle design, and fleet deployment to new routes.

Carbon Management Framework

The Sustainable Rail Programme (SRP), managed by RSSB, has developed a Carbon Management Framework that has been included in the Initial Industry Plan (IIP) as key to developing a lower-carbon railway in the medium term. Under the IIP base plan scenario traction carbon emissions are forecast to remain steady through CP5, while associated energy costs rise significantly to over £900m per year. Research undertaken in the development of the Carbon Management Framework suggests that energy efficiency interventions could lead to a minimum 5% reduction in traction carbon emissions over CP5, but that critically there is a lack of data and understanding needed to realise rail’s full potential. Further barriers include costs and benefits sitting in different organisations, the poor status of carbon in decision making and the drive to reduce capital costs.
The Carbon Management Framework will help to overcome these barriers and enable greater carbon and cost savings by the industry. The framework entails:

- Energy efficiency being included in franchise contracts
- Incentivising increases in on-train metering and a reduction in electricity transmission system losses
- Including whole life and whole system energy and costs in investment decisions
- Robust measuring and monitoring of carbon

A detailed implementation plan is now being developed as part of the ongoing planning for CP5.

**Sustainability in franchising**

Over the last year the RSSB SRP team have been working with industry and the Department for Transport to improve the coverage of environmental issues in franchise agreements. The result is the greatly increased coverage given to sustainability and the environment in the Inter-City West Coast draft ITT. This now includes reference to the Rail Industry Sustainable Development Principles, as well as a good practice document that has been developed within the SRP to help guide bidders. Both will appear in the franchise competition data room. There is also a greater focus on the need to set annual targets to improve environmental performance and publish the results, and an expectation that bidders will comply with the industry Carbon Management Framework.

**Confidential reporting**

Because of its experience through CIRAS with confidential reporting, RSSB has been approached by BAE Systems and the offshore oil industry. Both want to learn about how confidential reporting can be used to improve safety culture and performance. David Morris, who took on the role of Chair of the CIRAS Committee in January, participated in the International Railway Safety Conference in Melbourne in October this year.

Continuing its own improvements, CIRAS has made a significant investment in new systems. These include a new database and enhancements to its website, that make reporting, monitoring and analysis of issues more effective.

‘Because of its experience through CIRAS with confidential reporting, RSSB has been approached by BAE Systems and the offshore oil industry. Both want to learn about how confidential reporting can be used to improve safety culture and performance.’
‘A number of initiatives have been launched to make the greatest possible use of research, facilities, and funding for the rail industry, and to encourage and access innovation.’

External collaboration

A number of initiatives have been launched to make the greatest possible use of research, facilities, and funding for the rail industry, and to encourage and access innovation.

Broadening our collaborative associations with other railway research organisations, RSSB has entered into a memorandum of understanding with the Transport Research Laboratory. This enables us to cooperate as research partners in areas where mutual benefit and value can be gained, particularly on cross-modal and sustainable development issues. The cooperation will also allow us to enter joint bids for EU-funded projects, and to share principles of knowledge management.

Another association that RSSB has facilitated in order to share knowledge, encourage collaboration and innovation, and make best use of limited research budgets, is the Rail Research UK Association (RRUK-A). Launched in November, with a keynote address from the Transport Minister, the Rt Hon Theresa Villiers MP, the purpose of RRUK-A is to help the industry to better understand university capabilities, and expertise; and to help universities to be aware of opportunities to apply their knowledge and expertise within the rail industry.

A growing range of information about research and RSSB’s other activities is accessible through the industry’s new Sharing Portal for Access to Rail Knowledge – SPARK. This innovation is hosted by RSSB to help the industry make best use of as many potential resources as possible, encourage knowledge sharing, and promote efficiencies by increasing collaboration and avoiding the duplication of research and other work.

Working Internationally

February saw RSSB host a co-operative information visit for three senior management representatives of the Japan Railway Central (JRC) as part of their wider UK tour organised through Chiltern Railways. The RSSB session covered our role in the fields of safety regulation and management, and railway staff education in GB. The sessions were designed to illustrate how safety regulation is achieved on the GB main line railway and to enable the visitors to make comparisons between this and their own business environment. These seminars have been running at
the request of JRC for several years now. Their next visit is scheduled for spring 2012 and will cover many aspects of RSSB’s work, including: the Safety Risk Model, Railway Group and European Standards, human factors in decision making; conception and funding of R&D projects; and links with other research bodies worldwide.

Whilst the February Industry Safety Meeting showed satisfaction with the way domestic standards are being managed, there was less comfort in respect of the EU standards regimes and it was considered important for GB to continue to ‘put its best foot forward’ in Europe. RSSB continues to lead the way, representing GB rail in this context, and the creation of a ‘GB Strategic Direction’ for each of the TSIs was seen as a positive step.

During 2011, two key EuroNorm work streams were initiated by CEN relating to Rolling Stock Fire Performance (EN45545) and Vehicle/Infrastructure Gauging (EN15273). In the CEN Working Groups responsible for these documents, the UK has played a significant role, both in developing their structure and critical technical content. In addition, both documents are being developed to an accelerated time table which has demanded strong industry commitment co-ordinated by RSSB. A key element of supporting this is to ensure that they can be adopted into Railway Group Standards where similar requirements currently exist.

The most senior committee in the CEN structure for railways is CEN TC256. In 2011 Dee Razdan, who was supported by RSSB, retired after over 10 years in this influential role. He has now been superseded by Keith Rose, also supported by RSSB.

May saw the World Congress on Rail Research take place in Lille, France, the organising committee for which includes RSSB staff. It was a good opportunity to promote, present, and represent RSSB and the GB rail industry, its achievements and aspirations.

Our relationship with the US Federal Railroad Administration continued to develop in 2011, with its new appointment of a Director of Research and Development.
scientific findings in railway research. This represents a significant component of our agreed strategy of increasing the international sharing of knowledge about railway research. Other steps being taken revolve around a similar arrangement with the Australasian Railway Association and its research body, and through the World Congress on Railway Research.

The International Railway Safety Conference (IRSC) was held in October, in Melbourne. RSSB staff attended to present papers, deliver a keynote speech, assess delegate expectations, and extend an invitation to London in 2012, where we, with Network Rail and the ORR, will be concurrently co-hosting the 2012 IRSC and the Global Level Crossings and Trespass Symposium (GLXS).

‘In October 2012, we, with Network Rail and the ORR, will be concurrently co-hosting the 2012 International Railway Safety Conference and the Global Level Crossings and Trespass Symposium.’
2011 in brief

There has been a lot of activity in 2011 aimed at preparing for the future, and the changes it may hold. For the most part this has been handled in a seamless, business-as-usual fashion. In spite of economic constraints, we have continued to add considerable value to the industry, to take on new projects and responsibilities, and look for ways to work more efficiently and more effectively for the benefit of our members.

During a period where inflation peaked at over 5%, RSSB was able to deliver its services for the same cost as in 2010.
‘...we have continued to add considerable value to the industry, to take on new projects and responsibilities, and look for ways to work more efficiently and more effectively for the benefit of our members.’