Strategic Review of RSSB - Consultation

In the last issue of Information Bulletin RSSB announced that it was commencing a Strategic Review of the company. The objective of the review is to build on its current success and define more clearly what RSSB does support the industry, to help the company to shape itself to deliver greater value to its members going into its second decade.

The RSSB Board at its November meeting supported the circulation of three proposals for consultation to RSSB members, the Rail Delivery Group and to other key stakeholders. These proposals are:

- To agree the Member funded Budget for 2013/14.
- To conduct a products and services review in the first half of 2013, leading to the development of a five year strategic business plan and potentially a five year member funding settlement.
- Make changes to the Constitution Agreement to capture outline agreements on the role and purpose of RSSB. Consider further changes to enhance the working of the company.

The strategic review is also considering other issues, including:

- A Review of cross-industry groups facilitated by RSSB
- Enhancing industry/RSSB communications – including updating the web site
- Development of internal changes to implement the review

The consultation for the Members’ 2013/14 Budget will close on 20 December 2012. For the changes to the Constitution Agreement all comments should be received by 30 January 2013.

For more information see the RSSB website
http://www.rssb.co.uk/AboutUs/Documents/RSSB%20Consultation%20Final.pdf

You can subscribe to Information Bulletin on the RSSB website.
http://www.rssb.co.uk/publications/pages/informationbulletin.aspx

For details of changes to Railway Group Standards view the Latest Updates page on the RGS Online website www.rgsonline.co.uk

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For details of forthcoming dates for RSSB consultations on standards and associated documents, please see:
http://www.rssb.co.uk/SiteCollectionDocuments/pdf/rgs/Forthcoming%20consultations.pdf

Front page photo: Image courtesy of Network Rail.
Enabling Innovation Team is ‘open for business’

The first Enabling Innovation Team (EIT) event was held on 28 November and included three workshops focusing on:

- Getting a better understanding of the future capability within the rail industry supply chain
- More appropriate rolling stock solutions
- Customer experience

The focus of these workshops was about making sure the team are concentrating on the business challenges to be addressed.

The new EIT branding was showcased and can be seen here and on the refreshed website www.futurerailway.org

The Enabling Innovation Team has been set up by the rail industry to accelerate the uptake of innovation. Following agreement of the Rail Delivery Group and the RSSB Board, it is hosted by RSSB and reports to the Technical Strategy Leadership Group with support from the Planning Oversight Group and has significant financial support from the Department for Transport.

The mission is to offer support to practical cross-industry demonstrator projects – taking the concept to trial, building on the work of TSLG but also seeking out innovative ideas and proposals from across the industry.

The approach is to understand the challenges that industry faces; connect potential innovators with these challenges; and, where necessary with funding from the £16.6m Department for Transport pilot fund. Funding will need to be matched by industry contributions.

It is the ambition to become the ‘go to’ place for innovation within the industry helping innovators to navigate the complex rail industry landscape and identify the most appropriate route to market. The aim is to see innovation embedded as part of everyday business within the rail industry.

The detailed strategy is still under development, but will include projects which can deliver benefits to the railway and foster economic growth in the short, medium and long term.

The team will not deliver innovation itself but it will help transfer innovation from other sectors into rail and exploit innovation taking place in universities and small to medium sized enterprises. It will report to the Technical Strategy Leadership Group and will take guidance from the Rail Delivery Group.

The interim EIT team are continuing to develop and implement the plans for the acceleration of innovation and the new team will be fully in place early in 2013.

You can register your challenges and innovations at innovations@futurerailway.org

Safety Risk Model scope extended to Yards, Depots and Sidings

RSSB has published its first Risk Profile Report for Yards, Depots and Sidings. This presents data on the frequency and consequence of accidents occurring in yards, depots and sidings away from the mainline operational railway (which were previously outside of the scope of the Safety Risk Model (SRM)). The report has been produced in response to a demand from transport operators for better information on the risk to their workforce (and other people) on these sites.

It represents the first step towards integrating these locations into the scope of the industry’s SRM and RSSB’s safety performance reports. In common with the SRM, the risk figures are broken down into hazardous events and their precursors, as well as by injury degree and type of worker. They are based on accident data taken from the industry’s Safety Management Information System (SMIS).

The report can be downloaded from RSSB’s Rail Risk Portal (www.safetyriskmodel.co.uk). If you are not already a user of the portal, you can register with the site at the above address to view the report.
A year of progress showcased at Rail Research UK Association’s Annual Conference

Rail Research UK Association (RRUKA) hosted its first annual conference in November at the Royal Society in London, a year after launching. The event showcased the growing partnership between industry and academia and demonstrated the benefits already being delivered.

One of the key aims of RRUKA is to remove the barriers between academia and the railway industry through better focusing research effort towards solutions for real-world problems and also through a better understanding within industry of what university research can offer and how it can be supported. RRUKA is run with oversight from an executive committee consisting of elected university representatives, and the two funders, RSSB and Network Rail.

The conference was designed to give people a flavour of the range of research being undertaken and used by the rail sector. Over 150 people heard 17 research presentations, three keynote addresses and four industry presentations, with topics ranging from reducing suicide to improving capacity, and from wheelset costs to human performance. The conference was opened with an introduction from Colin Dennis, Director of Policy, Research and Risk, RSSB and Co-chair of RRUKA and keynote speakers included:

- Francis How, Technical Director, Railway Industry Association,
- Paul Stein, Chief Scientific Officer, Rolls-Royce,
- Professor Richard Parry-Jones, CBE, Chairman, Network Rail

The conference was summed up and closed by Simon Iwnicki, Professor of Railway Engineering at University of Huddersfield and Co-Chair of RRUKA.

RRUKA has already achieved a lot in a short time, building its membership base to over 30 universities, research centres and funders and extending involvement in rail research to new disciplines and researchers. This injection of new concepts has been a vital part of the events held by RRUKA during the year, addressing very real industry issues and leading to £200k of university-led innovative research being funded by the RSSB-managed industry research programme.

Speaker notes and presentations from the annual conference can be found on SPARK; [http://spark.rssb.co.uk](http://spark.rssb.co.uk), and details of future events and activities can be found on the newly launched RRUKA website; [www.rruka.org.uk](http://www.rruka.org.uk).

January and February 2013 will focus on the dissemination and academic response to the forthcoming Rail Technical Strategy and in March an event “how safe will tomorrow’s railway be?” will be held, focusing on predictions and modelling.

Research funding awarded to look at reducing whole-life train costs

Three proposals from leading UK universities to look at ways of designing out whole-life cost in rolling stock have been approved by the Rail Research UK Association (RRUKA) and a share of £100k funding awarded from the industry research programme by RSSB. A fourth proposal from the University of Huddersfield has won funding for an ‘Industrial CASE’ studentship co-funded by EPSRC and RSSB.

It is widely acknowledged that there is an opportunity to tackle the cost of trains in terms of how they are actually designed to perform. But with so many competing behaviours, incentives and priorities, from train owners, manufacturers, operators, to passengers, infrastructure manager and government, optimising these many viewpoints is not a simple task.

Train operators see this as an example of how they can influence reductions in the overall cost of the railway while delivering more, as recognised both by the McNulty report and the rail industry itself.

The challenge was introduced to participants at an RRUKA-organised ‘Half Cost Train’ workshop back in July at City University London, attracting senior industry players, in partnership with the Association of Train Operating Companies (ATOC). How could research change industry understanding of engineering, economic and policy decisions to drastically cut costs and increase the sustainability of the railway?

The event led to university-led consortia bidding for research funding from RSSB to look at some of the issues in more depth. Four bids have now been approved:

- Economic Incentives for Innovation: a comparative study of the rail and aviation industries - University of Leeds, Loughborough University and Imperial College London
- Design for Control of Railway Vehicles – University of Salford and Loughborough University
- Commonality and Standardisation of Processes for Cost-Effective Rolling Stock – Newcastle University, Imperial College London, LUL, Tata Steel, Scotrail (First Group) and Alstom
- Enabling the development of lightweight railway bogies through the use of novel technologies to control fatigue life – University of Huddersfield (Industrial CASE studentship with co-funding from RSSB and EPSRC)

For more information on RRUKA, contact: secretariat@rruka.org.uk or go to: [www.rruka.org.uk](http://www.rruka.org.uk)
The purpose of a standardised psychometric assessment process for train driving is to assess whether candidates meet a minimum standard in attributes that are necessary to perform the role safely. It consists of selection criteria that are relevant to train driving, an assessment method for each criterion and associated pass marks. The current process (November 2012) is detailed in the Rail Industry Standard RIS-3751-TOM Train Driver Selection Issue One (available from RGS online www.rgsonline.co.uk).

Research managed by RSSB, requested by industry stakeholders, has shown that the psychometric assessment process needs to be updated for two main reasons. Firstly, to assess updated selection criteria tailored more to modern train driving and meet the requirements of the Train Driver Licence and Certificates Regulations 2010 (TDLCR). Secondly, to improve the overall validity and fairness of the assessment.

The overall objectives of industry’s work on train driver selection are:

- To implement an updated process for train driver psychometric assessment in RIS-3751-TOM.
- To monitor the effectiveness of this process on an on-going basis so that it can be maintained fit-for-purpose.

The industry is committed to addressing the limitations of the current process within the constraint of needing a psychometric assessment process that effectively filters out candidates who do not have the aptitude to become safe train drivers.

This project, led by a cross industry Steering Group, brings together the results of a programme of research work on train driver psychometric assessment and has made specific recommendations for changes to the current process. The recommendations from the research are based on results from trials of new assessment methods. Over 17 different train and freight operating companies provided significant support, putting forward drivers, trainee drivers and failed candidates to take part in the trials from across Great Britain. A report of the research is due to be published on the RSSB website in January 2013.

If implemented, the new recommended process would generate a number of benefits, such as:

- The selection criteria would be compliant with the requirements of the TDLCR, and would provide a better coverage of the attributes required for modern train driving (for example through addition of assessment of vigilance).
- The assessment process would provide an enhanced measure of the behavioural or non-technical skills required for safe train driving.
- The scoring rules would address concerns regarding the pass rates for ethnic minority candidates highlighted in the 2010/2011 RSSB review of the fairness of the current process.

The benefits of the research can only be realised if the recommendations are implemented as a new standardised psychometric assessment process for train drivers. The next step is to progress the change through the normal standards process. With industry approval, the recommendations would be incorporated into a new version of RIS-3751-TOM. If the recommendations are implemented then RSSB will work with industry to initiate further work to support the implementation. Rail assessment centres would also need to make the necessary preparations. An implementation working group consisting of assessment centre and RSSB representatives has been formed in preparation for this.

To receive further updates about changes to the train driver psychometric assessment process please subscribe to driver selection here: http://eepurl.com/bm6-b

Rail Technical Strategy launch

The next edition of the Rail Technical Strategy (RTS) is due to be launched on 13 December.

The RTS aims to present a shared industry vision of a technically enhanced railway for Britain, and outlines the major challenges and opportunities anticipated over the next 30 years. It is designed to support industry decision-making about how the railway can deliver in the future, and will inform the Industry Strategic Business Plan to be published by Network Rail in 2013.

Like all other industries and sectors, the railway needs to be capable of responding to increased demand sustainably, accommodating more capacity and generating more customer satisfaction while cutting cost and carbon.

Central to the strategy is whole system thinking, and so the RTS is led and championed by a ‘whole system group’, the Technical Strategy Leadership Group (TSLG), a cross-industry RSSB-facilitated expert body. TSLG has representatives from Network Rail, train and freight operating companies, rolling stock leasing companies, suppliers, Transport Scotland and RSSB itself, as well as from groups with access to expertise such as chairs of the systems interface committees (SICs), Rail Research UK Association (RRUKA), other industry organisations such as ATOC and Railway Industry Association, and government and the regulator through Department for Transport and Office of Rail Regulation.

As a result, the RTS is an authoritative reference for what the whole industry considers the future challenges to be in relation to infrastructure, rolling stock, energy, customer experience and control, command and communications.

Since 2007, when the Department for Transport published the first edition of the Rail Technical Strategy to accompany its White Paper, the rail industry has picked up the baton to drive its own future, and has consulted widely throughout industry to improve its understanding of the technical challenges lying ahead in the next 30 years. With the RTS now firmly sitting with the owners and operators of the railway, and with the
Community Safety Resource Centre website re-launch

The Community Safety Resource Centre website has been re-launched.

The resource centre is now more user friendly and has dedicated areas for the key community safety issues; Trespass and vandalism, assaults and anti-social behaviour, road-rail interface and suicide prevention.

The site features a forum for each of the national and route community safety groups including access to meeting dates, meeting packs and minutes. With a news area for all the latest stories, the new resource centre aims to be a central hub for all community safety information. Users will also have access to the latest Research and Development (R&D) and be able to view published research reports. The resource centre also contains lots more information on community safety and users are invited to contribute good practice to share or news.

Users will be able to read about current initiatives being undertaken to tackle the main scope areas. For example, the suicide prevention pages have numerous resources to download such as:

- Information on the Samaritans courses
- The memorials policy
- The station pack
- Information on joint suicide prevention plans

Access the content by registering using the following link: http://www.railcommunitysafety.com/Membership/register.aspx

A work email address will be needed to register, as personal email account details will not be accepted (eg @btinternet.com, @aol.com, @hotmail.com etc).

Once the form is completed, registration will be sent to the site administrator for approval and account activation will be received within two working days.

For more information please contact: Kerry.dolan@rssb.co.uk

Drug and Alcohol Testing

The Railway Group Standard (RGS) GE/RT8070 - Testing railway safety critical workers for drugs and alcohol – requires infrastructure managers and railway undertakings to carry out drug and alcohol testing of staff carrying out safety critical work.

To help railway undertakings and infrastructure managers meet the requirements of both the Transport and Works Act 1992 and GE/RT8070, a further document, Guidance on the Management of Drugs and Alcohol (GE/GN8570), was issued at the same time as the Railway Group Standard.

Research project T865 Updating drugs and alcohol policies and testing methods, aimed to pull together the most recent ideas concerning both a core list of drugs to be tested for and the most appropriate methodology for measuring the drugs identified. The research highlighted that there are numerous factors to control for - some of which are the responsibility of the requestor and some the laboratory – if the results of the testing are to provide useful information that the employer can act on with confidence.

The Association of Train Operating Companies (ATOC) considered producing an ATOC Code of Practice based on the research but decided that the best way forward was to augment the existing guidance in GE/GN8570, updating it in accordance with the findings of research project T865 and set aside in the 2014-19 High Level Output Specification. The EIT will report into TSLG, and be hosted by RSSB alongside the existing cross-industry R&D capability.

RSSB has been working on behalf of TSLG to prepare the RTS for launching, using graphical and on-line video content on the FutureRailway.org website to give it visual impact and make it accessible to a wide range of stakeholders, and readying them for its launch at a dedicated networking event at the British Library on 13 December 2012.

For more information, contact James Hardy, head of strategy support, RSSB james.hardy@rssb.co.uk

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econdorsement of the Rail Delivery Group (RDG), this second edition is very much an industry-led strategy.

As well as providing the whole system philosophy, the RTS will also aim to secure the support it needs at other levels, for instance in moving technology ideas from world class universities, through the testing and development stages to the point at which they can be commercialised, as well as collaborating and innovating with the whole supply chain. To support this, the rail industry is also creating a dedicated capability for innovation in the new Enabling Innovation Team, with an initial £16m fund from government, as well as funds
The Railway Group Standard (RGS) and associated Guidance Note (GN) on Accident and Incident Investigation (GO/RT3119 and GO/GN3519 respectively) have recently been revised. GO/RT3119 issue 3 is to be published on 1 December and will come into force on 2 March 2013. The main revision to the RGS is to align it with the definition of a SPAD event within the Railways and Other Guided Transport Systems (Safety) Regulations (2006), as amended in 2011. The revision also strengthens and clarifying it in some of the guidance areas.

The changes to GO/GN8570 and GE/RT8070 will come into effect on 1 March 2013.

GE/GN8570 Issue 2
 Most of the text in GE/GN8570 issue one has been transferred to issue two unchanged. The main changes are:

- Addition of guidance to assist responsible persons in making decisions about whether to initiate ‘for cause’ testing (clauses G2.1.2, G2.1.3, G2.5.3, G2.6.3 to G2.6.10, G2.13.3, Appendix A and B).

- The guidance about informing the persons appointed to lead a formal or local investigation of the result of any test for drugs and alcohol (the first sentence of GN47 in issue 1), is transferred to GE/RT8070 and becomes a mandatory requirement.

- The guidance that all accidents and incidents requiring formal investigation, as specified in GO/RT3119, should be regarded as reasonable grounds for ‘for cause’ testing (GN43 in issue 1) is deleted.

GE/RT8070 Issue 3
 As noted above, the guidance about informing the person appointed to lead a formal or local investigation of the result of any test for drugs and alcohol is transferred to GE/RT8070 Issue 3 (as clause 2.4.1) and becomes a mandatory requirement. Duty holders are not expected have to do anything different as a result of this change; it is simply a change of emphasis.

There has also been some reordering of clauses in GE/RT8070. As a result, the numbering of sections in the document has changed.

ROGS and SPAD Events – GO/RT3119 and GO/GN3519

The changes to the requirements in the RGS will not change how Category A (provisional) SPADs are reported. However, the removal of SPAD categories B, C and D mean that changes are needed to the Safety Management and Information System (SMIS) to accommodate continued reporting of these events under new categorisations. It is important to note that the investigation of incidents that are currently categorised as B, C and D SPAD events will remain unchanged, (other than there no longer being a need to assign a SPAD category to them).

As a result of the changes to GO/RT3119, RSSB has also taken the opportunity to update the RT/3119 SPAD data collection forms for infrastructure managers and railway undertakings. We have also introduced two new forms specifically designed for collecting SPAD data information on ERTMS fitted lines; the RT/3119 C and D forms. The updated forms will be available on the RSSB website, in the same location as the existing A and B forms, from 1 December 2012.

Finally, GO/RT8047 Reporting of Safety Related Information is in the process of being updated to account for the changes to SPAD categories, and its publication will align with the update to SMIS.

RSSB would like to wish everyone a Happy Christmas in 2012 and good wishes for the New Year and to say that, as in previous years, we will be making a donation to charity instead of sending Christmas cards.

Our chosen charity in 2012 is Prostate Cancer UK and our donation will go towards funding vital research into tests, treatments and the causes of prostate cancer.