Introduction

Throughout this year RSSB has continued to deliver new products and services that support our members and build on their strengths to deliver a transport system that is efficient and offers good value for money. RSSB’s core activities of standards, risk modelling and safety intelligence data, research and network-wide initiatives covering Britain’s rail network continue to be of increasing value to the industry.

The company has forged partnerships with the academic and business community to share knowledge and tap into innovation from many industry sectors. Some of this has been possible through government grants and by using smarter technology, seeking entrepreneurs to deliver a transformational change for the railway. In turn this will bring growth for the British economy in the medium to longer term, helping to realise the Rail Technical Strategy for the next 30 years.

One of RSSB’s roles is to bring the industry together to work on difficult cross-industry issues. It naturally followed therefore that we would be selected to co-host two major international conferences bringing rail safety professionals from around the world, together with road-rail interface experts, enforcement and regulatory authorities to exchange information and share good practice.

The Rail Value for Money Study called for the industry to tighten its financial belt and with RSSB coming up towards its 10th Anniversary in 2013, the board of directors initiated a strategic review which commenced in July 2012. The objective of the review is to confirm the role of RSSB within industry, and to help the company to shape itself to deliver that role efficiently going into its second decade.

The cross-industry groups RSSB facilitates continue to work with our in-house technical experts to come up with smarter and more efficient ways to save the industry money and improve performance without compromising safety.

Membership

Charles Horton, Managing Director of Southeastern joined the RSSB Board as a Non-Executive Director after he was nominated to represent passenger train operators’ interests replacing Adrian Shooter who retired from Chiltern Railways.

In July 2012 Peter Henderson representing the infrastructure manager category resigned
from the RSSB Board and his place was taken by Gareth Llewellyn, Director of Safety and Sustainable Development at Network Rail.

New members of RSSB admitted during 2012 were:

Abellio Greater Anglia Ltd in the Passenger Train Operators category having taken over the Greater Anglia Franchise previously held by National Express.

Devon and Cornwall Railways Ltd and Europorte Channel SAS in the Non-passenger Train Operators category.

Perpetuum Ltd and Railway Approvals Ltd in the Supplier category.

Strategic Review of RSSB

To steer the review a sub-committee of the board was formed and in addition to directors, three members of the Rail Delivery Group (RDG) and representatives from the Department for Transport (DfT) and Office of Rail Regulation (ORR) are also part of the group.

Work is progressing and a consultation document was issued in November 2012 asking members and other stakeholders for their views on proposed changes in the RSSB Constitution Agreement. These changes would better reflect the company’s primary objective, the principles of operation and functions. It is expected there will be an incremental implementation of the outputs of the review with the front end being more focussed on the 'what' we do, followed by ‘how’ it is done. By March 2014 the company expects to have in place a new five year strategic business plan for the company.

Standards

European framework

Because of work done over the past few years, the GB mainline railway is in a reasonably strong position in terms of the need for standards that support the European legislative framework. Railway Group Standards (RGS) perform the functions of national rules, and their structure and content are already fairly well matched to what is required. However, understanding of what the European framework means in practice is evolving within the European Railway Agency and European Commission, some notable steps forward having been taken in the past two years. In 2012 further work on GB standards, included amending the scope of RGSs in a revised RGS Code and Standards Manual,
so that it aligns fully and explicitly with the European framework. Building on recent analysis, which established that requirements in RGSs are necessarily either notified technical rules (NTRs) or national safety rules (NSRs), RSSB has begun to develop and deliver a programme of work to ensure RGSs correctly reflect this status. Continued input to Euronorms, often in parallel with work on RGSs, is making sure that a common European approach can be used in GB wherever this makes economic sense.

Tell me about …

RSSB is developing and circulating briefing materials on standards in an easy to digest format. Entitled Tell me about … a series of leaflets are being produced with the support of Industry Standards Co-ordination Committee (ISCC) and input from a number of standards users from the industry’s front line. ISCC, supported by the Standards Committees, is looking to achieve a better understanding across the industry of standards and how to use them, and to obtain practical feedback from those who use standards. ISCC through its Chair, Tim Gilbert (who was re-appointed in February 2012 for a further three years), continues to promote engagement between standards makers and standards users.

Operating standards

The operation of the railway is based on a set of fundamental operating principles, which are informed by the long collective experience of the railway industry, including its responses to legislation, lessons learned from accidents and the introduction of new technologies. The core aim of the principles is the safe and timely delivery of people and goods to their destinations. The Operational Concept published in 2012 describes what is necessary to implement the principles and deliver the core aim.

The ‘New Approach to the Rule Book’ programme is moving forward and Tranche 6 came into force in June 2012 and Tranches 7 and 8 came into force in December 2012. Surveys carried out post implementation have shown the new documents to be easy to read, set out in logical steps and using understandable words.

RSSB held a Stakeholder Discussion Forum on the subject of operational standards: specifically those relating to Drugs and Alcohol, Incident Investigation, and SPADs. The aim was to share
experience of applying and interpreting RGSs, obtain assurance and consider how companies could integrate them into their company policies. During 2012, RSSB published Standard and Guidance on Accident and Incident Investigation (GO/RT3119 and GO/GN3519) and Standard and Guidance on Testing Railway Safety Critical Workers for Drugs and Alcohol (GE/RT 8070 and GE/GN8570).

Standards are reviewed to ensure they remain fit for purpose and meet the working practices of the railway as it evolves. Work on Track Circuit Assisters (TCAs) led to revisions to the Code of Practice on Recommendations for Defective On-Train Equipment (GO/RC3537) and to Module TW5 of the Rule Book (GE/RT8000). The consequent cost savings are estimated at £6.8million over 20 years, by not needing to fit TCAs, or being able to reduce its use, or enabling removal altogether.

Getting on the Right Track

Operations Focus Group developed a new communication strategy to enhance long-standing products and services with the aim to deliver a more in depth programme focussing on key groups of people.

In April 2012, the first of a regular series of magazines Right Track aimed at front-line staff was launched. Right Track is designed to help companies share initiatives and perspectives in an accessible and down-to-earth way, directly with operational staff.

RSSB hosted a station safety workshop in January 2012. Over 50 delegates from 19 organisations attended the day which provided an update on operational risk management at stations and encouraged sharing of good practice through group discussion and feedback sessions. The station safety programme has delivered a dedicated Station Safety Resource Centre area on Opsweb (www.opsweb.co.uk). The materials provided are suitable for use at stations of all sizes and include publications, safety briefing information and safety management tools that are considered to be ‘good practice’. The information is directed towards all grades of personnel who work at railway stations and those responsible for the safe management of these challenging environments.
Supporting ERTMS and GSM-R programmes

RSSB has continued to support the roll-out of ERTMS and GSM-R programmes in 2012. The ERTMS National Values – D_NVROLL was published in October 2012. This document was produced on behalf the National ERTMS Programme to specify the distance to be used before the system demands a brake application.

RSSB published Railway Group Standards on ETCS National Values, ETCS National Identity Management and the display of miles per hour on the ETCS Driver Machine Interface. Amendments to the ERTMS Rule Book to complement the New Approach to the Rule Book were also published this year.

There are no national rules that make clear whether a train can go into service if unable to register (particularly for Driver Only Operation (Passenger)). This has performance implications for train operators. RSSB at the request of the GSM-R Programme undertook a risk assessment study using the Taking Safe Decisions approach to examine what a failure is with respect to the GSM-R radio system, with the objective to inform proposals for changes to Railway Group Standards.

Issue 2 of the GSM-R Operational Concept is being drafted and publication is expected during 2013.

Systems Interfaces

The five System Interface Committees (SICs), facilitated by RSSB continue to work to develop efficiencies, explore new opportunities and reduce the industry’s costs.

Updates to leadership in the SICs during 2012 included the continued appointment of Clive Burrows as chairman of the Vehicle / Train Control & Communications SIC, Andy Doherty as chairman of the Vehicle / Track SIC, Tony Mercado as chairman of the Vehicle / Train Energy SIC and John Hawkins as chairman of the Vehicle / Vehicle SIC to the end of 2012.

SICs supporting research

VT SIC has continued to progress a broad programme of research and application during 2012. The prime aim being to continue to improve and refine our theoretical understanding of vehicle track dynamics and material behaviour. Some activities included:

‘The five System Interface Committees (SICs), facilitated by RSSB continue to work to develop efficiencies, explore new opportunities and reduce industry’s costs.’
• P12 wheel profiles turned fleet wide on Cl390 Pendolinos and Cl395 Hitachi Javelins
• HALL radial arm bush fitted to the whole South West Trains Desiro fleet and 3 train-sets of East Coast Main Line Mk4 coaches.
• 400 plus engineers and practitioners in Network Rail and contractors have been trained on and are using the Track Ex to manage track, design, maintenance and renewal.
• Application of Vehicle Track Interaction Strategic Model (VTISM) to wheelset management for whole life wheel efficiency.

DRACAS

Three research projects were initiated by the Vehicle Train Control and Communications System Interface Committee (V/T C&C SIC) under the guidance of a cross industry Defect Recording Analysis and Corrective Action System Working (DRACAS).

These included a customer requirements specification for DRACAS and a high level strategy document to assess the overall rationale, and the potential for its application and roll-out across the railway industry. The costs and benefits to the GB railway industry of a shared DRACAS, for new Control Command and Signalling (CCS) systems. Finally a project which began in 2012, to develop a potential system architecture design for a future DRACAS and a proposal for standards change to update GE/RT8106.

All-electric braking

A project sponsored by Vehicle/Vehicle SIC, suggests there could be a significant cost benefit in adopting an ‘All-Electric Brake’ philosophy over a 25-year lifetime of train systems due to the reduced maintenance requirements, reduced use of friction brake consumables and energy savings. Savings could also be made in electrification systems if regenerative braking is considered at the design stage and these could be of the order of £6M to £8M for a new 20km line. Significant long term issues would have to be addressed before the industry could switch toward an all-electric braking approach and these will be considered before publishing the findings and recommendations.

Energy saving

A Driver Advisory System (DAS) was implemented successfully on First Hull Trains and demonstrated significant...
energy savings (up to 25%).

Over 100 First Great Western HST power cars were also fitted with DAS and the Vehicle/Train Control & Communications System Interface Committee has supported the publication of a Standalone DAS Concept of Operation document to assist other Operators planning to introduce a DAS.

Train Protection

The design of the TPWS Driver Machine Interface for new trains was incorporated into a RGS (GE/RT8030 Issue 3). Further detail to assist manufacturers was added into Issue 4 of the document. This will address the equipment on new trains or retro-fitment when train operators make changes to existing rolling stock. It is estimated that this will save the industry in the order of £17m over a 25 year period through rationalising the fitment of TPWS indicator units.

Reliance upon satellite navigation

A research project sponsored by V/TC&C SIC investigated global navigation satellite system technologies, such as GPS, to assess whether they can provide dependable train position information that meets the standards for the management of rail safety. Analysis of the dependability of GNSS-based technology has produced a major revision to Guidance on the Use of Satellite Navigation (GK/GN8578) published in September 2012.

Funding and enabling innovation

In March, the rail industry welcomed the Technology Strategy Board’s announcement to introduce a new innovation centre (known as a Catapult) for transport systems. The rail industry had started to develop a close working relationship with the Technology Strategy Board (TSB), through a long term strategic partnership with RSSB, the Transport Knowledge Transfer Network (KTN), as well as evolving the proposals for the Catapult that culminated in the announcement. Enabling innovation is a fundamental theme supported by the rail industry through the cross-industry Technical Strategy Leadership Group (TSLG), managed by RSSB.

TSLG has led the cross industry development of the Rail Technical Strategy (2012) which was published in December. RSSB’s facilitated the industry in working together, to research the evidence base for RTS 2012 and provide TSLG with the platform to

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double capacity and maximise customer satisfaction of rail while halving cost and carbon.

Rail industry leaders have outlined their shared long-term 30-year vision of the GB railway which can be found on the Future Railway website – www.futurerailway.org - informing industry’s planning for the years ahead. Some films of the vision were produced to support the launch of the document in December 2012. The Catapult will be providing access to state of the art equipment, expertise and research capability that would otherwise be out of reach.

The Accelerating Innovation in Rail funding competition launched in late 2011 that invited projects at different stages of technology development - from early stage business feasibility and proof of concept through to applied research and technical demonstration - or field trials attracted 58 applications with bids exceeding the available funding threefold. The high quality of the bids resulted in both TSB and RSSB funding an additional £500k each, bringing the total fund to £10m including the 50% contribution from industry.

The Enabling Innovation Team (EIT) hosted by RSSB has been established to accelerate innovation in the GB railway with particular focus on moving business solutions and technologies from prototype through to demonstration and eventual implementation.

The EIT has backing from across the industry at the highest levels, including the Rail Delivery Group (RDG), Technical Strategy Leadership Group (TSLG), Planning Oversight Group (POG), and the Department for Transport (DfT). Activities will be supported through investing the Rail Innovation Fund - a £16.7m grant from the DfT for 2012/13 with a further grant expected in 2013/14. Work has started to confirm what and where the priority business challenges are.

Some examples of strategic research in 2012 include a strategy for rail mobile communication technology and service development sponsored by TSLG. The pace of change in mobile communication technology has been considerable, with new consumer interfaces and device capabilities becoming available ever faster. In addition,
customers are demanding faster and more reliable services, unhindered by lack of coverage.

In response, RSSB has published a ‘beta version’ of Innovation Guidance for small and medium sized firms in the rail industry. This guide is designed to help small and medium sized firms that wish to introduce innovative products and services into the rail industry. The guide describes the barriers and enablers for innovation and provides practical advice on how to overcome them.

This has been produced as a result of research and development managed for the TSLG.

**Partnerships**

RSSB has been working with Network Rail to bring about greater alignment with other industry and academic research and development activities. This has included industry research workshops and funding of the Rail Research UK Association (RRUKA). RSSB is working to deepen these relationships and to align the GB effort on influencing and shaping the EU research agenda recognising the significance of EU projects and the considerable funding available.

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. Three proposals from leading UK universities to look at ways of designing out whole-life cost in rolling stock were approved by RRUKA and RSSB awarded a share of £100k.

RRUKA held its first Annual Conference in November and attracted several high profile speakers including the Chairman of Network Rail Professor Richard Parry-Jones CBE.

In July 2012, RSSB signed a Memorandum of Understanding with the International Union of Railways (UIC) to share knowledge more proactively and efficiently. The UIC considered SPARK (Sharing Portal for Access to Rail Knowledge), as the best platform to create its international knowledge sharing capability for research. SPARK will link to a new ‘Railway Research’ web portal hosted by UIC on behalf of the
International Rail Research Board (IRRB). A knowledge sharing agreement was signed with the Australian rail research body (the Rail Co-operative Research Council) which gives access to each other’s research databases and the potential to collaborate on individual research projects.

From the two international conferences held in October, it is apparent that there is often similar research being undertaken in different countries at the same time so there are more opportunities to collaborate with other bodies (including overseas ones) to avoid duplication and to save costs on research. RSSB has encouraged a greater emphasis towards knowledge searches, technology transfer services and partnerships.

The benefits of research

There have been 17 research projects published with potential financial benefits estimated to be around £680 million. The potential benefits from the projects currently in the portfolio is estimated to be £430 million.

• A project on Train Driver Selection, led by a cross industry steering group, brought 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 unsuccessful candidates to take part in the trials from across Great Britain. A report of the research is due for publication in February 2013. With industry approval, the recommendations would be incorporated into a new version of the Rail Industry Standard RIS-3751-TOM.

• Research findings led to a train driver education programme on mobile phone risk, and has now been fully implemented by the TOCs and is being extended to other staff.

• Research into operational communications indicated that an evolutionary pathway can be identified towards an extensive mobile broadband network within the GB rail corridor. Enabling communications gateway capabilities on-train, rather than building new trackside...
infrastructure immediately, appears to be the key catalyst to achieve identified benefits.

**Performance and risk**

2012 was the first calendar year where no passenger fatalities have been recorded, an example of how the picture is generally positive for the areas of risk where industry has direct control. However, there have been increases in fatalities for areas where industry has less control, such as trespass. This information was published in the Overview of Safety Performance.

The rail industry learns from operational experience by investigating specific events and through the regular monitoring of trends. RSSB's Learning from Operational Experience Annual Report contributed to this process by summarising some of the learning points that have arisen from investigations and other sources of information. RSSB's Annual Safety Performance Report published at the same time provided decision-makers with wide-ranging analysis of safety performance on the mainline railway.

RSSB has renewed its contract with IBM for a further five years from January 2013 to host the industry’s Safety Management Information System (SMIS), which holds the raw data and supports much of RSSB’s analysis. The Board endorsed the proposal to move SMIS to a ‘cloud hosting’ environment. This is expected to see an average saving of £70k per year in the hosting plus savings in usage and development costs. One benefit of staying with the current supplier is the recently introduced Close Call system v.2 which was completed in 2012 and is facilitated through the SMIS infrastructure and funded by Network Rail. The Close Call system is designed to help record, analyse, understand and manage situations that can be precursors to accidents and is offered free to RSSB members, and Network Rail contractors.

RSSB has published its first Risk Profile Report for Yards, Depots and Sidings using accident data taken from SMIS. This has provided 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.

‘RSSB’s Annual Safety Performance Report provided decision-makers with wide-ranging analysis of safety performance on the mainline railway.’
SMIS dashboards which customise safety reporting data, showcased to safety managers in June, have been delivered to five train operators this year; First ScotRail, Northern Rail, Southeastern, Southern Railways and Virgin Trains.

The Incident Factor Classification System was developed and released for cross-industry learning and for use by accident investigators to consider the underlying causes of events recorded in SMIS. These could include human error, organisational factors, and context. The industry can now search the database and the data will be used as a component in RSSB’s safety reporting to the industry.

Confidential reporting

CIRAS, the industry’s confidential reporting scheme, heading towards its 18th year continues to support subscribing organisations. The year was an important one for CIRAS as it took to reviewing its contribution to safety and culture. Development of a new five year strategy will see CIRAS making a renewed effort to provide a safety net for concerns that might otherwise go unresolved and create both safety and reputational risk.

Taking decisions around risk

Following a review of Quantitative Risk Assessment (QRA) models at London Underground and RSSB, the ORR now uses RSSB’s models to determine their strategic risk priorities and also understand how risk is affected by changes in the railway, by changes in company safety performance, and by ORR’s own activities in influencing safety management.

Taking Safe Decisions was published and briefed out to the industry in 2008. Although the information remains sound, RSSB is updating the document to include the influence of the European Common Safety Method on Risk Evaluation and Assessment. It is expected the revised document will be published during 2013.

Managing risks off the railway

Road driving whilst at work or work related road driving is covered primarily by the Health and Safety at Work Act 1974 and the Management of Health and Safety at Work Regulations 1999. There is a widespread requirement for members of the rail industry workforce to drive road vehicles as part of...
their duties. RSSB carried out a survey in the autumn to gain a broader understanding of road driving risk across the various rail operations and support activities. The findings identified that road driving presents a far greater risk to employees across the rail industry than was previously thought. Fatigue is seen as a major risk to drivers with over 80% of those surveyed wanting more information on road safety.

To support the findings a DVD in the RED series was filmed towards the end of the year featuring a scenario showing the consequences of driving when tired. A research project (Managing occupational road risk associated with road vehicle driver fatigue) started with materials expected during 2013.

Co-operative safety groups

The Safety Policy Group (SPG) considered and endorsed the industry safety risk forecasts for CP05, to the Planning Oversight Group (POG), and these were included in the Initial Industry Plan (IIP).

SPG at its February 2012 meeting considered the future of cross industry groups and safety planning within the industry and proposals on the shape of these to come.

In a recommendation from SPG, the future of the Strategic Safety Plan (SSP) was discussed by the RSSB Board and it was acknowledged that developing one for CP05 would not be appropriate as safety was a component of the IIP and Strategic Business Plan.

A review of the current arrangements carried out by Operations Focus Group (OFG) and the Community Safety Steering Group (CSSG) established that the safety groups were not geared around national operator’s and were problematic in terms of The Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGs) compliance.

The current arrangements would be replaced with a single system risk group, dedicated groups for national operators and route based safety platforms between local train operators and their Network Rail route counterparts. The RSSB Board will oversee this process as it evolves.

‘Fatigue is seen as a major risk to drivers with over 80% of those surveyed wanting more information on road safety.’
Longer term security for railway assets

Railway Documentation and Drawing Services Limited

Agreement was reached during the year with BRBR for ownership of the drawings and documentation currently in the RDDS library, to be passed to RSSB.

Rolling stock legacy systems

The Rolling Stock Library (RSL) provides an essential facility for the sharing of rolling stock information and the successful operation of key industry systems such as TOPS and TRUST. The associated Rail Vehicle Record System (RAVERS) provides a common industry system for vehicle and component maintenance information and maintenance planning. Input to the RSL is mandatory as required by RGS GM/RT2453 ‘Registration, Identification and Data to be displayed on Rail Vehicles.’ While the data recorded in RAVERS is not mandatory, the recording of wheel profile and diameter data, which is mandatory in GM/RT2453, is in many cases, achieved through RAVERS.

In July 2012 RSSB obtained approval through formal consultation with the industry to undertake a major upgrade to these rolling stock information systems under a project titled R2. This is expected to save the industry around 30% on hosting and support services compared to the 2012/13 level.

Suppliers to the rail industry

The efficiency of competence management systems by suppliers has been a regular feature of RISAS assessments over the past few years. To help suppliers understand and adopt good practice, the RISAS board identified the need to develop some practical guidance geared around the needs of railway suppliers which culminated in workshops with both suppliers and assessment bodies before testing the proposals at supplier sites.

The RISAS Guidance for developing a Competence Management System was drafted and features a simple explanation of the law, principles, good practice examples and check lists. The guide was approved by the RISAS board in July.
Supplier Assurance

A RSSB led project to modernise and improve current supplier assurance arrangements practiced by GB rail commenced practical implementation. The first stage was a single new supplier product/service classification catalogue for the whole industry based on international standards; the development of a new supplier product/service category risk assessment tool to determine the level of supply chain imported risk to the railway; the specification of universally recognised assurance requirements for the assessed level of supply chain risk for each product/service category and the definition of assurance interventions that will satisfy the identified requirements. Roll-out to the industry commenced in June 2012.

To help embed this modern, risk based approach including recognition and adoption of the associated tools, the long standing RGS, (Qualification of Suppliers of Safety Critical Products and Services) is to be replaced by a new Rail Industry Standard.

In parallel with the above, RSSB will also continue to work with Link-up and the other third party supplier assurance schemes to help align their activities to support the above. The improvement opportunities identified by the RSSB project were recognised in the Rail Value for Money report.

The Workforce Health Challenge

RSSB is responsible for organising and facilitating the Industry Safety Meetings which take place twice a year and provide an opportunity for industry leaders to consider and debate relevant and important topics with their peers. In February a subject under discussion was health and well-being with presenters including Dame Carol Black, the Government’s Expert Adviser on Health.

RSSB research suggests that the total cost associated with an identified ‘top five’ occupational health risks is approximately £220 million per year. This potential cost was recognised in the Rail Value for Money study report which identified the need to ‘increase the focus on occupational health, which will reduce levels of sickness and absenteeism as well as encouraging a healthier workforce’. RSSB started a 12-month project in the spring to consider metrics and benchmarking, standards and good practice in the arena
of rail worker health and well-being.

Valuing the future

The industry asked RSSB to develop a Sustainable Development Assessment Tool. Working in a similar way to the Safety Culture Toolkit, it provides a user-friendly, consistent, web-based system for rail organisations to measure their immersion into sustainable development.

The GB rail industry agreed a set of Sustainable Development Principles that reflect both the challenges and opportunities of sustainable development for rail. A more formal adoption of these Principles into the Initial Industry Plan and into the specifications for awarding rail franchises has now taken place.

Rather than each organisation having to invent a system, this framework is designed to help organisations answer questions about their own sustainability performance and move them towards a more resilient business model. The work was managed as a research project: T767 Embedding sustainable development principles in organisations.

Online presence

RSSB is constantly looking for ways to make it easier for the industry to obtain the information they need quickly and simply to fulfil their roles and tasks. In response to user feedback a number of improvements were made to the RGOnline website. In August 2012, RSSB started a project to redesign the company website (www.rssb.co.uk) to better serve the needs of its stakeholders and improve the whole user experience of the site.

Hosting industry conferences

RSSB played host to 19 industry conferences in 2012 with the Community Safety Forum, Risk Management Forum, and Vehicle/Track SIC Seminar being annual events.
The International Rail Safety Conference held in October 2012 attracted 152 delegates from 23 different countries including 114 from overseas, the first time that in excess of 100 overseas delegates have attended the IRSC in its history. The Global Level Crossing and Trespass Symposium held at the same time attracted 90 delegates, 67 of which were from overseas.

This was the first time that the two conferences had been held concurrently and the opportunity was taken for the delegates to come together for one half day to specifically discuss level crossing safety. Involvement in the IRSC and GLXS has further enhanced the profile and standing of the GB rail industry, in particular the hosts, within the international community, who recognise that much of the work we do and products we develop are ground breaking and ‘best in class’.

Another first was the Operations Focus Conference sponsored by OFG and organised by RSSB. The conference was attended by 150 delegates from Network Rail, passenger train operators, ATOC, freight operators, infrastructure operators, London Underground, ROSCOs, train maintainers, ORR, and RAIB. The theme of the conference was ‘How can operations change to support and stay abreast of industry developments’. A range of speakers presented on topics including the future investment programme, learning from the Olympics, new technology, safety culture, safety critical communications and freight.

A valuable external perspective was provided by Dr David Harrison, Safety Director of National Air Traffic Control Services. Delegates also had the opportunity to learn more about developments and good practice by visiting a variety of relevant exhibition stands.

For more information on all RSSB products and services please visit our website www.rssb.co.uk

‘RSSB played host to 19 industry conferences in 2012 including the International Rail Safety Conference and Global Level Crossing and Trespass Symposium.’
RSSB continues to build relationships with the GB railways and provide a valuable service to its members. Our work is seen and respected by railway administrations worldwide. The company is looking forward to the challenges in 2013 …