Introduction

In April 2013, RSSB marked 10 years serving the rail industry. In that time it has provided information and knowledge that have helped underpin some of the mainline railway’s most sensitive safety-critical decision making addressing a broad range of risks.

In addition, industry’s achievements, supported by RSSB, have been based on sharing research and knowledge; smarter standards and rules; and the desire to reduce duplication and red tape.

RSSB is a listening organisation that has helped its members to save time and money in challenging and diverse areas under the leadership of Len Porter. In 2013, the board was asked to seek a replacement, as Len Porter had decided to retire. The successful candidate announced in September 2013 was Chris Fenton, formerly Director of Marketing and Strategy at Amey, he joined the company in January 2014.

The Railway Technical Strategy (RTS) presents 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 whole system can deliver in the future, and has informed the Industry Strategic Business Plan (ISBP) for Control Period 5 2014-19 published in January 2013.

Membership

Robin Groth was welcomed to the RSSB board as the Department for Transport (DfT) observer in January 2013. Paul Kirk was appointed for another 2-year period as board director representing the infrastructure contractors in July 2013. Steve Murphy, chief operating officer for Arriva UK Trains took over from Tony Collins representing passenger train operators in November 2013.

At the close of 2013, there were 59 member companies of RSSB.

Railway Documentation and Drawing Services Limited

In September 2013 the Secretary of State for Transport transferred property, rights, and liabilities of the Railway Documentation and Drawing Services Limited to RSSB, following the abolition of British Railways Board Residuary.
Strategic Review of RSSB

The external element of the Strategic Review is coming to an end with RSSB consulting the industry on changes to the Constitution, a five year strategic business plan for 2014 to 2019 and moving to a 5-year funding arrangement for RSSB starting in 2014. At the end of the year, there was significant support for these changes and they are expected to be implemented in time for 1 April 2014.

In parallel, the company executive initiated an internal change process, to build on the feedback from the consultation and to identify opportunities to increase the efficiency and quality of RSSB products and work in support of the membership.

Modernising Safety Co-operation

RSSB has been working with our members to review and develop proposals for the improvement of safety co-operation arrangements between companies at route, multi-route (national operators) and railway system level. Extensive work has been undertaken with the main system safety groups Operations Focus Group (OFG), Community Safety Steering Group (CSSG), and Safety Policy Group (SPG), to determine the complete profile of their activities, sub-groups, projects, products, and services. Toward the end of the year the board endorsed the industry agreement to migrate all the work of these groups into a new System Safety Risk Group (SSRG) which would take on an overseeing role for the industry in all areas of system safety – reporting to the RSSB Board. The necessary enabling work is underway and the other groups have now been closed down.

European legislation

Guidance for members

In response to industry concerns over the understanding of safety assurance across the railway system, RSSB published Safety Assurance Guidance aimed at assisting SMS holders and other companies particularly at the interface. If well applied, this should lead to improved safety management and business effectiveness.

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achieving a step-change in the management of interface risks and could also be a practical aid in the development of Joint Safety Improvement Plans.

The guidance was approved by the new System Safety Risk Group (SSRG) and was published in advance of the EU Regulation on Common Safety Method (CSM) for Monitoring, which came into effect in the UK on 7 June 2013.

The Regulation introduces a consistent, common approach to monitoring safety in a railway undertaking’s operational and maintenance activities. These are part of its obligation to have an SMS, under the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS) (as amended).

Published in conjunction with the CSM for Monitoring is the CSM for Supervision. This places requirements on the Office of Rail Regulation (ORR) to ‘supervise’. In addition, RSSB published guidance on safety assurance for GB railways in 2013. This aims to assist members in their continuous improvement of safety management, particularly in achieving cost savings through greater effectiveness, and less reliance on external assessments - ultimately resulting in fewer accidents.

Following the 2011 withdrawal of the ‘Yellow Book’ RSSB has developed up to date guidance that takes account of current EU legislation, including ROGS (Derived from the Railway Safety Directive and, the Commission Regulation 352/2009 on the Common Safety Method on Risk Evaluation and Assessment (CSM REA). Research activity has supported the development of guidance and tools to support the management of change in the railway. RSSB’s new practitioner-level guidance for applying the CSM REA was published in the autumn. All of the guidance will be published as Rail Industry Guidance Notes in 2014.

RSSB provided responses to consultation on the Fourth Railway Package to both the DfT and the ORR in 2013, consulting the industry as appropriate. The DfT also conducted a number of workshops on the Fourth package in 2013, which were attended by RSSB and many industry representatives including members of the Industry Standards Co-ordination Committee (ISCC).

RSSB will continue to support the industry in the development of the EU legislation in 2014.

‘Research activity has supported the development of guidance and tools to support the management of change in the railway’.
Standards

Governance

The Railway Group Standards Code (the Code) and the Standards Manual (the Manual) set out the governance arrangements for the management of Railway Group Standards, Rail Industry Standards, and Rail Industry Guidance Notes. These have been revised to reflect the significant changes contained in the amendments to ROGS and the Railways (Interoperability) Regulations 2011, as well as responding to the recommendations for the management of cross-industry standards contained in the ORR review of RSSB.

The revised Code was approved by RSSB’s board and the ORR; and the revised Manual was approved by the ISCC. These were published on 2 March 2013 and came into force on 3 June 2013.

Tell me about …

Action to help the industry further develop its understanding of standards began in 2012 with eight titles in the Tell me about … series. In 2013 four new titles; The Rule Book, Rail Industry Standards, National Technical Rules for the GB Mainline Railway, National Safety Rules for the GB Mainline Railway and an updated leaflet on Deviations were published.

The Railway Group Standards website (www.rgsonline.co.uk) was changed to improve the user experience. It provides easier access to information, including amendments and clarifications associated with standards, as well as access to deviation certificates.

Train Driver Selection

A new issue of RIS-3751-TOM Train Driver Selection was approved by the Traffic Operations and Management Standards Committee and published in June for implementation by 30 September 2013. This Rail Industry Standard (RIS) specifies a selection process that includes core safety critical selection criteria and recommended methods for assessing these criteria. Selection is now done through an updated and more comprehensive process that is compliant with the requirements of the Train Driving Licences and Certificates Regulations 2010. The new process has been through a rigorous cross-industry evaluation and there is strong statistical evidence to show it is an improvement on the previous process.

‘The Railway Group Standards website (www.rgsonline.co.uk) was changed to improve the user experience’. 
The New Approach to the Rule Book

Under the leadership of the RSSB board, the industry completed a four-year project to transform the content and presentation of the rules published in the industry Rule Book (GE/RT8000). The final documents of the project came into force from 7 December 2013.

The project has seen the original 48 Rule Book modules replaced by 32 modules targeted specifically at operational front line staff - principally drivers, guards, signallers and shunters. 19 pocket-sized handbooks have also been created for ‘trackworker’ roles. These range from anyone needing to go on or near the line, through those roles responsible for arranging safe systems of work, to those arranging technical or engineering works. One handbook has been created for all roles across the industry, whether operational or engineering, which need to recognise and understand the meanings of lineside signs and signals.

Supporting front line staff

Off the rails - road driving and fatigue

In response to a spate of accidents involving staff driving to or from worksites, research was carried out which highlighted the issue of fatigue at the wheel. A survey to better understand road driving risk across a representative sample of employers identified 500 road traffic collisions, 100 injuries and five fatalities in one year. These figures, compared to data in the industry’s Safety Management Information System (SMIS) for the same period, showed under-reporting.

RED 35 DVD, inspired by real events, examined the issue illustrating vividly how ignoring the effects of fatigue can all too easily result in tragedy for staff, their families, and other road users. Outputs from the research (T997 Managing occupational road risk associated with road vehicle driver fatigue) have included a manager’s good practice guide, posters, leaflets, and driver’s guides. They were designed to complement the RED DVD. The aim was to support individuals and their managers and raise awareness of the risks.

‘RSSB has been tasked with developing a dedicated area on the RSSB website for the rail industry to access specific, relevant information on managing road driving risk and help raise awareness’.
RSSB has been tasked with developing a dedicated area on the RSSB website for the rail industry to access specific, relevant information on managing road driving risk and help raise awareness. This will aid embedding of work-related driving risk controls into safety management systems, and boost legal safeguards as well as rail staff safety.

Right Track Magazine

Four issues of the rail industry’s own operational safety learning magazine Right Track sponsored by OFG were published in 2013. It is aimed at all people with operating roles, is posted on Opsweb (www.opsweb.co.uk) and sent out to rail companies. Some of the features this year were: station safety; including the platform train interface; weather and adhesion; understanding possession movements; charter train operation risks; train driver and mobile operations manager roles explored; and interviews with front line staff and senior industry figures. There are regular features like SPADTalk, and more detailed reporting on investigations by the Rail Accident Investigation Branch (RAIB).

Developing competence

RS/100 Good Practice Guide on Competence Development gives practical advice to anyone who needs to understand, manage, or contribute constructively to the analysis, design, delivery, review, or assessment of training and competence development activities. It reflects the latest developments and thinking around how to ensure staff competence, while highlighting good practice from rail and other industries in case studies. Its publication follows a review of existing documentation which was mostly driver focussed.

‘It reflects the latest developments and thinking around how to ensure staff competence, while highlighting good practice from rail and other industries...’

CIRAS

A comprehensive business review of CIRAS was initiated the start of 2013 and a number of changes are being progressively introduced. This included the CIRAS members’ subscription levy and future funding of the scheme. At the end of 2013 CIRAS had approved, and started to implement, a simple formula which provides transparency and fairness across all members of the CIRAS scheme.

CIRAS refreshed its brand in 2013, and started a campaign to raise awareness amongst members, with senior players re-engaged in the scheme and its benefits.

2013 was a year of preparation and development of a five-year strategy, to start in April 2014.
This will include learning from other transport sectors, many of which are already part of current members owning groups. A review of CIRAS governance also began in 2013 and is expected to be completed by June 2014.

**ERTMS and GSM-R programmes**

The Global System for Mobile communications – Railways (GSM-R) programme is now substantially complete with GSM-R being in operational use on most of the network and on most trains nationwide. Throughout the year RSSB has provided support for operational use and technical approvals and the safety management of faults and failures. RSSB featured in a short Network Rail film to mark the closure of the project and thank everyone for their contribution.

RSSB has continued to provide operations and engineering expertise to develop the system and operational design of the European Rail Traffic Management System.

**Systems interfaces**

The five system interface committees (SIC), facilitated by RSSB, continue to progress a broad range of research and other initiatives to improve the working of the industry at the interface.

The Vehicle/Train Energy System Interface Committee (V/TE SIC) has worked on the implementation strategy for the Energy Technical Specification for Interoperability (TSI) and commissioned knowledge searches into biofuels, energy risks, and energy storage techniques, to improve understanding and development of smart grid technology and intelligent traffic management systems (FuTRO).

The Vehicle/Structures Systems Interface Committee (V/S SIC) held a seminar ‘Engaging with Gauging’ on 1 October 2013, showcasing some of the work it has recently undertaken. This included DGauge, (Dynamic gauges) explaining what they are, how are they used and why there is a move towards dynamic gauging as opposed to static gauging.

The Lower Sector Vehicle Gauge (LSVG) developed through industry research project T977 *Development of a revised lower sector vehicle gauge and the Lower Sector Infrastructure Gauge (LSIG)* also featured. Research Project T978 *Development of new*
‘Suburban’ passenger vehicle standard gauge is another good example of a proposed gauge designed to push industry forward.

The Vehicle/Track Systems Interface Committee (V/T SIC) held its annual seminar on 24 October 2013. Industry research was presented on T963 Improving wheelset life by better understanding the causes of wheel damage, T774 Research into the effects of human factors in axle inspection and T797 Performance and installation criteria for sanding systems. Other items of note were Track-Ex (track design, maintenance and renewal software) training and development and the European DynoTRAIN Project T888 Railway Vehicle Dynamics and Track Interactions: Total Regulatory Acceptance for the Interoperable Network which concluded in September 2013. This project was also steered by the Vehicle/Vehicle System Interface Committee (V/V SIC) with full implementation leading to potential savings of €20-50m per annum across the European Union.

The Vehicle/Train Control and Communications System Interface Committee (V/TC&C SIC) is developing a strategy for future control command and communications systems to support the Rail Technical Strategy. Through a series of sub-groups it undertakes a wide portfolio of work including the strategic management of the ERTMS, considering the future of the European Train Control System (ETCS), automatic train operation, driver advisory systems and future communications working together. Working with the Defect Reporting and Corrective Action System (DRACAS) Steering Group, V/TC&C SIC has determined a DRACAS architecture that is being used to implement the first stage of a whole-industry Control Command and Signalling (CCS) DRACAS by the ERTMS Programme.

AWS testing in depots

The Train Control Technical Sub-group commissioned research by RSSB to simplify the use of the TY287 ‘depot tester’ by providing clear written instructions on how to determine whether the AWS receiver is operating within its required limits.

The emerging findings are supporting a number of enhancements to the TY287 to improve its usability.

Driver-only operation

The complexity of introducing driver only operation (DOO)
across the range of older rolling stock and different station layouts has led to bespoke solutions being implemented. In October 2013 RSSB started a research project to consider available and emerging technologies and how these could provide the most cost-effective way to implement DOO across the GB network.

### Technical Strategy and innovation

#### Technical Strategy Leadership Group

The technical strategy leadership group picked up the challenges defined in the Rail Technical Strategy 2012 and begun significant programmes of work to explore develop potential transformational solutions in the areas of infrastructure, control, energy. TSLG is facilitated and hosted by RSSB and works to a strategic direction endorsed by the Rail Delivery Group.

#### Rail Delivery Group

The Rail Delivery Group (RDG) established a Technology and Operations Steering Group. The group is supported by a seconded member of RSSB staff.

The group, which includes senior RSSB staff, is providing oversight of the Technical Strategy Leadership Group (TSLG) and championing the Rail Technical Strategy, to ensure industry’s vision for the future railway can be realised by integrating it into other planning and leadership functions.

### Academic response to the Rail Technical Strategy 2012

The Rail Research UK Association (RRUKA) academic community met in February 2013 to challenge and deal with the content of the Rail Technical Strategy 2012. Almost 100 academics, with blueskies thinking and existing research knowledge, considered how they would look to apply their research to the industry in future, and fill current knowledge gaps. RRUKA will be supporting the creation of inter-disciplinary workshops to tackle the issue of academics working in isolation.

The workshop proved that successfully delivering the Rail Technical Strategy will not just be about what academics can do for industry but very much depend upon the interplay between the two parties.

The Enabling Innovation Team (EIT), set up in October 2012, was created by RSSB to support the rail industry...
to accelerate the uptake of innovation. The team supports practical cross-industry innovation projects, by connecting cross industry challenges with innovative ideas and proposals and is an essential contributor to the delivery of the Rail Technical Strategy 2012. Toward the end of 2013 RSSB moved to combine the EIT with the strategic research team under the banner of ‘FutureRailway’ which is being used by the technical strategy leadership group to promote collaborative activity combining the research development and innovation capabilities of Network Rail and RSSB.

The EIT supported the Department for transport in developing proposals to integrate and incentivise innovation within passenger franchises as part of the DfT’s current re-franchising round.

Capability and route mapping linked to the Rail Technical Strategy

The EIT, the Railway Industry Association (RIA) and the Technology Strategy Board (TSB) are working to map capabilities and markets for the rail sector – including heavy rail, metro, light rail, and tram. This project will give rise to a route map for the development of the UK railway sector. This will focus on exploiting and developing UK capabilities, overcoming barriers to innovation, increasing the uptake of UK rail products and services in international markets, improving the performance of the GB railway system, and achieving our long-term ambitions for the UK’s future railways. A number of regional workshops and webinars to support the project were held during 2013.

Testing and trialling voucher scheme

A voucher scheme, for small and medium-sized enterprises (SME) and universities to access testing facilities and expertise at special rates, was launched in summer 2013 by the EIT. Research for the Technical Strategy Leadership Group suggested general awareness of facilities and the role of testing in innovation was low. The schemes, introduced to give a boost to innovative ideas and developments for any rail environment, offered two days of Network Rail engineering time and use of their Rail Innovation and Development Centre in Nottinghamshire.

Competitions

The EIT has launched a number of significant

‘...improving the performance of the GB railway system, and achieving our long-term ambitions for the UK’s future railways’.
‘Competitions’ to seek out innovative solutions and innovators. All competition winners put up 50% of the cost of projects, so the industry money is doubled through this approach. Among those launched in 2013 were:

**The Radical Train**

Aimed at making a marked difference in the performance of trains on Britain’s railways and re-thinking the fundamentals about rolling stock, this competition attracted 56 entrants, of which eight were shortlisted.

The first four contracts have now been agreed supporting over £6m worth of innovation projects in the UK.

- A low carbon, very-lightweight whole passenger railcar demonstrator.
- A radical freight bogie concept.
- An active adhesion monitoring project.
- An investment in emissions reduction and fuel efficiency technology.

**Customer experience**

This competition attracted 16 finalists covering a range of services to the passenger and freight customer. The winners were:

- A mobile app - ‘Commuter Intelligent Passenger’ which offers real-time journey monitoring on intermodal door-to-door journeys and personalised information.
- ‘Station Master’ a smartphone app, taking the concept of route planning provided by popular apps such as Google Maps and applying this technology and concept to station layouts.
- ‘Stobart Express’ innovation, involving high-speed trains and/or small modular load units, combined with low-emission road delivery vehicles, to enable fast, low-emission door-to-door distribution of multiple small-volume loads, to local stores, other business premises, and residential properties.
- The ‘Integrated Rail Freight Planner’, a software solution for freight transport planning incorporating road, sea and air transport data, able to compute multi-modal shipment route options and propose real-time alternatives in the case of disruption.

**Remote condition monitoring**

Remote condition monitoring (RCM) is already used on both trains and rail infrastructure. The future railway will be
under more pressure to carry more passengers and freight, making RCM a necessity. This competition targeted 10 unsolved challenges and aims to offer innovators the opportunity to prove their solutions on the operational railway.

*Aesthetics of overhead line electrification*

The EIT worked with HS2 to promote a competition through the Royal Institute of British Architects (RIBA). It seeks ideas from around the world to improve the appearance of overhead line electrification which can be beneficial in addressing local concerns about visual appearance of railway investment.

*Partnerships*

*Academic research*

The University of Huddersfield and RSSB have established a strategic partnership to pool resources and talent for research into system and engineering risk modelling to support informed decision making and future risk prediction. Each organisation contributes 50% of the cost of a £5m 5-year programme. Research will look at new techniques developed to fill gaps in system and engineering risk modelling, and issues around human capital, and educating the next generation of railway professionals.

RSSB has a strategic partnership with the Engineering and Physical Sciences Research Council (EPSRC) and the DfT. This is designed to deliver high quality academic research that focuses on some of the strategic issues the industry has to address in the next few decades, if it is to achieve the vision of the railway of the future. Research, with a value totalling £1.5m, aimed at overcoming the capacity constraints at junctions and stations, was completed in 2013.

*Network Rail Consulting*

In June 2013 RSSB signed a memorandum of understanding with Network Rail Consulting. This partnership enables the knowledge, products and services provided by RSSB to its members to complement the spectrum of expertise within Network Rail in an offering to the international rail consulting market.

*R2*

RSSB, on behalf of its members is procuring a major upgrade of the Rolling Stock Library (RSL) and the Rail Vehicle Record System RAVERS (which are owned and
‘RSSB supports the industry in managing system safety through an auditable trail from data to taking decisions affecting safety’.

hosted by ATOS) which started in 2013. Known as R2, this project will deliver a web-based application, new functionality, and improved interfacing with other applications, data analysis and reporting. This will reduce the ongoing support and hosting costs for the industry and provide better access to better data for decision making.

SPARK

RSSB has enhanced SPARK (Sharing Portal for Access to Rail Knowledge) to provide tiered membership levels to improve access, be more flexible and to encourage the international community to share their railway and research knowledge. A new Reader membership level, introduced in 2013, opens access for all to download information and documents, There are now over 2000 registered users of SPARK.

In July 2013, RSSB entered into a further partnership with the International Union of Railways (UIC) to share knowledge more proactively and efficiently. The partnership, established through a memorandum of understanding, covers the provision of SPARK into a ‘Railway Research’ web portal hosted by UIC on behalf of the International Rail Research Board (IRRB).

Papers from the World Congress of Rail Research event held in Sydney in November 2013 and all previous Congresses are now available on SPARK.

Safety performance and risk management

Rail continues to be the safest form of land transport in Britain and the industry’s performance continues to meet the requirement of ensuring that safety is generally maintained and, where reasonably practicable, continuously improved. Rail is still attracting more passengers and freight on to its network.

RSSB supports the industry in managing system safety through an auditable trail from data to taking decisions affecting safety. The data side includes the collection, analysis and sharing of information about safety related events – including analysis through SMIS and sharing the information in publications such as the Annual Safety Performance Report published in June 2013.

Although 2012/13 recorded a historically low number of passenger fatalities, overall there was an increase in the level of passenger harm, due to a rise in major injuries, mostly as a result of slips, trips and falls in stations. This area continues
to be an area for industry focus, and a number of co-operative activities and initiatives are in progress.

SMIS

Moving SMIS to an on-demand, cloud-based hosting environment was completed in June 2013. This development provides the same functionality but at reduced long-term cost to the industry.

Safety Risk Model

The industry’s Safety Risk Model (SRM) which identifies all significant risks affecting the system saw a further partial update from version 7 to version 7.5 at the start of 2013. 53 hazardous events were identified as having a potential change in risk based on recent data compared to the version 7 risk results. Version 8 of the SRM is being developed for release in 2014 to show the overall change in risk that has been achieved during Control Period 4.

Learning from operational experience

Learning from operational incidents is a key benefit from data collection. In the last 10 years there has been a rise in the number of incidents where trains strike animals. At the request of the Operations Focus Group a special topic report on the risk posed from animals on the line and improvements in rolling stock crashworthiness was prepared and published in June 2013. The report identified that removing animal carcasses following a strike could pose a potential health risk to employees. A RSSB Workforce Health and Wellbeing project is underway to help members better understand and tackle such health issues.

Industry is significantly more engaged in the management of health and has an increasing appetite to share good practice. Initial work has included the development of a web enabled health risk assessment tool aimed at line managers that raises awareness of health risk assessment.

The Learning from Operational Experience Annual Report was published in June 2013. Industry co-operative initiatives are outlined and key learning points are drawn. Awareness comes from a variety of sources including CIRAS reports, the Close Call System, SMIS data, reporting through the Incident Factor Classification System linked to RGS GO/RT3119 (Accident and Incident Investigation), overseas accidents and Rail Accident Investigation Branch (RAIB) investigations.

‘Learning from operational incidents is a key benefit from data collection’.
During the summer of 2013 there were notable train accidents in Spain (79 fatalities), France (6 fatalities), Switzerland (1 fatality) and Canada (40+ fatalities). Each attracted a large amount of public and media attention and raised the question of how well the GB mainline railway is protected against these types of train accidents. To understand this, the RSSB Board reviewed all overseas railway accidents in past two years with over 5 fatalities. While it was shown that the GB railway has taken measures which largely mitigate the types of accidents that have occurred, complacency is recognised as a danger, and the work of RSSB in watching and learning from other accidents is part of the approach to be seeking continuous reductions in risk. The findings from this review were outlined in a letter to Patrick McLoughlin MP, Secretary of State for Transport from Len Porter, Chief Executive, in October 2013.

‘...watching and learning from other accidents is part of the approach to be seeking continuous reductions in risk’.

Level crossing risk

Britain’s level crossings are among the safest in the world according to international indicators. There is a substantial body of work supporting continued risk management, education, and enforcement to ensure this risk reduction continues. The average number of fatalities each year to members of the public at level crossings over the last 10 years is just over nine, and the majority of these arise from errors or deliberate violations by level crossing users and this is a justified source of both industry and public concern. During the year the House of Commons Transport Committee initiated an inquiry into the issues around level crossings.

RSSB was called to provide verbal evidence alongside RAIB, ORR, the Heritage Railway Association and Network Rail. This was an opportunity for MPs to question RSSB about comparisons with road safety performance in other countries, the role RSSB plays in collecting industry’s data, data analysis, risk modelling, human factors and research and development of management tools which RSSB had described in written evidence beforehand.

Platform-train interface strategy

Following an accident at James Street in October 2011 and other platform-train interface (PTI) related incidents there has been increased focus on improving the management of the PTI. There is currently a wide range of activities being undertaken by individual companies, RSSB, DfT, and ORR relating to understanding and improving the management
of the PTI, particularly focused on responding to the recommendations made by the RAIB. At the same time a number of major investment projects are making decisions about platform configurations that raise issues for the future flexibility of network operations.

In May 2013, the RSSB board agreed that proposals for a coherent GB strategy on PTI should be coordinated by RSSB. This would move towards common industry goals that will improve operational performance, by reducing dwell times and facilitating disabled access, as well as reducing safety risk in both the short and long term. RSSB has established a multi-functional project team that will, in-conjunction with industry experts, support the strategy group and take forward the necessary research and project work.

Suppliers to the rail industry

RSSB is co-ordinating the range of schemes industry funds and supports to bring some short term improvements which industry wants to realise quickly. Backed by RDG, the RSSB board has recently set up the Railway Industry Supplier Qualification Scheme (RISQS), to govern Link-Up, using similar principles to the scheme governance of RISAS.

Now the RISAS board and the recently formed RISQS board are working together, it has reduced duplicate audits.

RISAS

Porterbrook has become the third major train fleet owner and asset manager to achieve RISAS certification in the procurement of maintenance and overhaul processes for rolling stock.

Bombardier’s heavy maintenance depot at Ilford has achieved RISAS certification for delivery of rolling stock overhaul, and supply of door header kits, door control equipment, and gangways.

The ORR has written in support of RISAS as the only industry scheme to provide the right level of approval of suppliers of safety critical products and services. The RISAS board is exploring other areas where there may be appetite in

‘Now the RISAS board and the recently formed RISQS board are working together, it has reduced duplicate audits’.
industry to expand. Potential new areas include procurement and logistics management, on-track plant, entities in charge of maintenance (ECMs) and high integrity hardware/software.

**Sustainability**

Rail’s carbon footprint

Through the Sustainable Rail Programme (SRP), the rail industry has identified potential cost savings of £360m by the end of CP6 by making smart interventions to reduce carbon. Over the last two years industry has already made significant progress in implementing its Carbon Management Framework (launched in the Initial Industry Plan for CP5):

Research by RSSB for the SRP has identified four key network-level interventions that together could help save over 1 m tonnes of CO2 and over £100 m in CP5 (rising to 2.8 m tonnes of CO2 and over £350 m by the end of CP6 in 2024). The interventions are:

- Practising energy efficient driving across the network, and in particular installing driver advisory systems (DAS)
- Installing the automatic shutdown of hotel loads
- Ensuring weight reduction is specified in new trains
- Enabling regenerative braking on the Class 92 fleet

There are also widespread opportunities around LED lighting at stations and depots as well as many other opportunities that may work in specific cases though not at the network level.

The four key interventions, when considered alongside the decarbonisation of electricity generation and the electrification of the network outlined in the High Level Output Specification (HLOS), could lead to overall traction carbon reductions of 38% per passenger km and 10% per net freight km. These have now been adopted as industry ambitions in the Industry Strategic Business Plan.

**Station Travel Plans**

Aimed at local authorities, transport professionals and train operators, the new Station Travel Plans guidance, launched in July 2013, updates the method for assessing current travel patterns around stations and the techniques used for surveying current users. It builds on a successful pilot carried out at 30 stations across Great Britain; and considers lessons from successful improvements to bus, cycle, motorcycle and pedestrian access to and from rail stations. It offers more...
sustainable modes of transport for passengers.

**Bringing the industry together**

RSSB hosted 22 events during 2013.

The Fourth International Rail Human Factors Conference took place in March 2013. The conference was jointly organised by RSSB, The University of Nottingham and Network Rail. Over 170 delegates attended from across the world. The three day programme comprising over 100 presentations and two interactive workshops attracted keynote speakers from the United States and France.

Annual events such as the Community Safety Forum, Risk Management Forum, and V/T SIC Seminar were also well attended.

The Industry Safety Meetings that bring leaders in the industry together twice a year focussed on station safety, the platform-train interface, taking safe decisions, and learning points from recent international rail accidents.

**Railtex**

CIRAS exhibited at Railtex in 2013. RSSB hosted a Research and Innovation Showcase on one day of the show. This included a mini exhibition and presentations about technical solutions and challenges and a vision for delivering the future railway through innovation. The event was supported by the Railway Industry Association.

**Communications channels**

Work has continued throughout 2013 towards delivery of a new company website which is expected to go live early in 2014. Consideration as to how the company communicates and delivers information to its members and to the wider community is a key area to focus in the future. Part of the strategy around creating a new website includes making better use of social media to help get messages out there and make information available to members in different formats. In 2013 RSSB set up Linkedin and Twitter accounts which are beginning to grow in popularity.

‘...how the company communicates and delivers information to its members and to the wider community is a key area to focus in the future’.
RSSB is looking forward to the next 10 years with confidence in our people, products, and services.