Latest figures show rail’s long term positive safety record continuing

Headline safety data for 2012 suggests that fatality risk to rail passengers is set to remain at an all-time low.

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.

The headlines

• For the fifth year in succession, there were no passenger or workforce fatalities in train accidents.
• The total number of fatalities, excluding trespass and suicide, in 2012 was 11, one fewer than in 2011. This is the lowest number in the past 10 years.
• This is the first calendar year where no passenger fatalities have been recorded. The lowest level previous to this was five fatalities, recorded in three of the last 10 years.
• Two members of the workforce were fatally injured, compared with one in 2011. Nine members of the public, not involving trespass or suicide, were fatally injured, compared with six in 2011.
• The number of potentially higher-risk train accidents (PHRTAs) in 2012 was 33, compared with 29 occurring in 2011.
• At 256, the number of category A signals passed at danger (SPADs) for 2012 was lower than the 279 occurring in 2011. At the end of 2012, SPAD risk stood at 66% of the September 2006 baseline level, compared with 42% at the end of 2011.


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

For more information on any of RSSB’s products and services please contact the RSSB Enquiry Desk on 020 3142 5400 or ENQUIRYDESK@RSSB.CO.UK

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• Fatalities arising from trespass and suicide totalled 296 in 2012, compared with 261 in 2011.

The big picture, over the last ten years, is that rail has become safer. Through focussing at both the individual company and cross-industry levels on initiatives, programmes, controls and activities proportionate to each area of risk, the industry is continuing to maintain safety, and improve it where reasonably practicable.

The latest figures are published by RSSB in Overview of Safety Performance 2012.

RSSB will publish a more comprehensive digest of safety performance data and analysis for the financial year (2012-3) - the Annual Safety Performance Report - in the summer.

RSSB Board Strategic review

The Nov/Dec Information Bulletin outlined the strategic review of RSSB and the proposed changes that were being consulted upon.

The Consultation has now completed and responses have been received from all categories of RSSB member as well as other stakeholders. The Board’s sub-committee for the review is currently considering the responses.

One clear result of the consultation was the endorsement of the proposed member funded budget for 2013/14 at the same cash level as for 2012/13 and this was unanimously agreed by the Board at its meeting in January. Invoices are currently being prepared and will be sent out before the end of February. The current rules for establishing levies are such that a standstill budget does not mean that all members will see the same charge as the current year. That is because the calculation of the share of fees depends on individual company turnover. On average there will be no change in fees and that means that RSSB members collectively will see a 3% real reduction in the cost of RSSB for 2013/14. The other parts of the consultation included the possibility of a 5 year funding arrangement for RSSB commencing in 2014.

When the responses have been assimilated, the next task will be to compile a draft business plan and specific proposals for the revisions to the Constitution Agreement including funding arrangements. In parallel the company executive has initiated an internal change process, to develop the changes implied by the consultation and to identify opportunities to increase the efficiency and quality of RSSB work in support of the membership.

Rail Technical Strategy launched

The Rail Technical Strategy (RTS 2012) was launched by Steve Yianni (Chair of the Technical Strategy Leadership Group (TSLG) and Tim O’Toole chair of Rail Delivery Group (RDG) at the British Library on 13 December 2012.

The 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.

Welcoming and endorsing RTS 2012, RDG chair Tim O’Toole commented: ‘This is an industry-led strategy that we can all embrace and treat as our technical compass. It shows everyone, including investors and stakeholders, that rail has an exciting and vibrant future. Our ambition is to meet the public’s expectations on delivery, performance and economy, which we can do only if our approach is grounded in the best research and innovation available to us. Our approach to the next control period must be set in the context of the long term technical strategy for the industry.’

TSLG actively supports the rail industry planning processes and has developed significant working relationships with RDG and the Planning Oversight Group (POG). The process of preparing the Industry Strategic Business Plan for CP5 included input from TSLG over a number of years, including technology ‘route maps’ produced between 2008 and 2009, consultation in 2010 on the development of the RTS, and the RTS itself.

The ISBP includes the intention to initiate and continue substantial transformations to the mainline rail system (such as electrification schemes and ERTMS). These tangible objectives in the ISBP form part of the longer term journey described in the RTS 2012 and have been informed by research and industry cooperation delivered by RSSB on behalf of TSLG. In particular, supporting rail’s capability to innovate on a grander scale has been a TSLG ‘mantra’ for some time, and led to the creation of the new Enabling Innovation Team (EIT) in November, meaning that innovation is firmly industry-led. TSLG has confirmed funding of £52m in CP5 for the new team and has helped Network Rail to identify the potential for further funding of £300million over the same period.

Initial feedback suggests that the industry and its supply chain is already becoming well-acquainted with the RTS 2012, and next steps for TSLG are to continue the dissemination process and engage with all stakeholders via a number of different initiatives, programmes and research projects to support its implementation.

RTS 2012 is available to read and download from TSLG’s Future Railway website at www.futurerailway.org. This includes a range of images and video material illustrating industry’s vision.

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

FOR MORE INFORMATION ON ANY OF RSSB’S PRODUCTS AND SERVICES PLEASE CONTACT THE RSSB ENQUIRY DESK ON 020 3142 5400 OR ENQUIRYDESK@RSSB.CO.UK

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Changes to RGSonline

RSSB has made some improvements to the RGSonline website (www.rgsonline.co.uk) in response to suggestions from the site’s users. These changes enhance the usability of the site by adding the following functions:

• 'Amendments' and 'Deviations' buttons for each standard entry, giving access to all amendments and clarifications associated with the standard, and access to deviations certificates associated with that issue of the standard.
• The ability for users to search for documents by Lead and Supporting Standards Committee.
• The ability to search for withdrawn documents within the ‘Advanced Search’ (the ‘Advanced Search’ tab can be found on the navigation bar at the top of each page).
• The addition of an 'in-force date' property, so users can search for documents which came into force between two separate dates.
• The ability to search for documents by 'Issue Date'.

The ‘Help Manual’, accessible from the www.rgsonline.co.uk homepage, explains how to navigate around the site and how to use these new functions.

The new 'Amendments' and 'Deviations' buttons look like this:

Two New ‘Tell me about …’ leaflets on standards

In June 2012 RSSB published the first six in a new series of leaflets entitled ‘Tell me about …’ standards.

Two further leaflets have been developed to answer questions you might have about working with standards. These leaflets are:

Industry Committees dealing with standards

This leaflet explains the roles of the Industry Standards Co-ordination Committee and the Standards Committees in managing standards for the rail industry. It also describes the relationship between Standards Committees and System Interface Committees.

This leaflet may be of particular interest to senior managers in the rail industry.

Withdrawing requirements from Railway Group Standards

This leaflet explains what sort of requirements should be in Railway Group Standards (RGSs), why requirements are withdrawn from RGSs, what are the implications of withdrawing a requirement from a RGS and what duty holders should do when a requirement is withdrawn.

This leaflet may be of particular interest to people in the rail industry who manage projects or operations, staff whose work involves the management of standards and suppliers and manufacturers of rail industry parts, assets and vehicles.

Copies of the two new leaflets have been sent to key rail industry stakeholders for distribution in their companies. You can also find these leaflets on the RSSB website or obtain hard copies from RSSB (contact RSSB at standardsleaflets@rssb.co.uk).

The ‘Tell me about …’ leaflets on standards can be viewed on the RSSB website http://www.rssb.co.uk/standardsrailindustry/Pages/default.aspx
Re-launch of FutureRailway.Org

Futurerailway.org (the dedicated website for the Technical Strategy Leadership Group (TSLG) was re-launched in December 2012.

The site has been re-branded with a new look, is now more user-friendly and has new pages for all the initiatives and projects funded and overseen by TSLG.

A new and modernised site; Futurerailway.org pages are now easier to navigate and filter relevant information. The home page features a news feed where the latest updates on relevant projects will be posted. There is also a dedicated section for the Rail Technical Strategy (RTS 2012) which includes breakdown of the document, videos and images making it easier for users to dissect and find their area(s) of interest and download.

The Enabling Innovation Team also has a dedicated area of the site as a ‘Future Railway programme’ reporting into TSLG.

The re-brand is a starting point for TSLG to make ‘Future Railway’ a recognised umbrella brand for its activities, and the FutureRailway.org site to be a centralised information point.

Both the RTS and the recently published Industry Strategic Business Plan reveal a strong appetite in industry to make a step change in the level of innovation and the amount of activity to support growth on the national mainline network. The new look-and-feel and structure of the site should help to attract innovators and ensure the supply chain has a shared understanding of where the railway wants to go.

TSLG will be continuing to develop Futurerailway.org in 2013 – for any questions or suggestions, please contact: enquirydesk@rssb.co.uk

Issuing the challenge - Enabling Innovation

Team update

The Enabling Innovation Team (EIT), set up in October 2012, has been created by the rail industry to accelerate the uptake of innovation. The team will support practical cross-industry innovation projects, by connecting cross industry challenges with innovative ideas and proposals. These ideas may be technology or supply chain led or they may be new business process, service or operational improvement ideas.

The current priority for the EIT is to build a portfolio of investments in innovation demonstrator projects and actions which will help enable innovation, that will drive new concepts through to implementation. The strategy includes consideration of projects which can deliver benefits to the railway in the short, medium and long term. As well as getting the team established, the initial focus over the first few months has been getting the first set of projects off the ground. Three ‘challenges’ were started in late 2012, for which proposals were evaluated during January.

Capability and route mapping

To inform the investment strategy, EIT is identifying the priorities to accelerate implementation by the GB rail system of innovative technology, business, operational and process solutions. The team will be developing detailed route maps and assessing the capability and capacity of industry to deliver innovation in these areas. Evaluation of proposals for this are due to be done early this year, with a view to commencing work soon after.

The Radical Train

Building on the challenge workshop event held in November, a project has been commissioned to define develop a strategic benefits case and approach to competition for a radically different train with a potential worldwide market. This is expected to begin in February. The outcome could be a whole vehicle and/or radical developments in major sub systems.

Customer experience

The team are exploring opportunities to improve the customer experience for GB rail, including both passenger and freight operation. These opportunities could be realised as proposals to implement technologies, tools or techniques as products, services or business process improvements. The initial challenge workshop highlighted areas of opportunity and their potential impact on customer experience. A partner will be appointed this month, who will launch an open prize-based competition on behalf of EIT during February. The competition will focus on and develop the areas of opportunity identified at the challenge workshop.

Initiation of the next set of projects is underway, and the team will be holding a range of different cross-industry events to consider a number of new challenges during February and March. Full details of these will be communicated in due course, it is expected that a number of challenge workshops will be held, and development events on areas including: Simulation, testing and trialling; technologies to take forward the Rail Technical Strategy; remote condition monitoring; business and operational innovation and electrification optimisation. More information on open and future challenges is available on the FutureRailway website www.futurerailway.org/eit.
In response to a spate of accidents involving staff driving to or from work this edition of RED focuses on the issue of fatigue at the wheel.

The programme opens with a powerful drama, inspired by real events, which examines the issue of fatigue as it affects railway staff driving to or from work. The specially developed dramatic scenario illustrates vividly how ignoring the effects of fatigue can all too easily result in tragedy for staff, their families and other road users.

In a programme largely devoted to this one important topic, leading industry experts tell us about the causes, effects and management of an issue which is, quite literally, costing lives.

In part two of the programme we hear about how DB Schenker developed a new Fatigue Risk Management System and about the launch of RSSB’s new website.

For further information about RED please contact
Susan Cassidy, programme manager, operational safety, on 020 3142 5373 or susan.cassidy@rssb.co.uk.

Porterbrook is third major ROSCO to get RISAS certificate

RISAS is the GB main line rail industry's 'not-for-profit' scheme for the assessment and certification of suppliers of critical products and services. The scheme is equally applicable to third party suppliers as well as rail companies that undertake or manage rolling stock maintenance or refurbishment.

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

The assessment was undertaken by Lloyds Register Rail as a rail industry supplier approval body (RISAB), accredited by RSSB. Such assessments pose ambitious challenges to candidates like Porterbrook, to be able to demonstrate excellence across their entire spectrum of activities.

Porterbrook’s certification means that all three major ROSCOs now have RISAS (Railway Industry Supplier Approval Scheme) certification for the procurement of rolling stock maintenance, covering virtually all of the UK mainline multiple unit fleets, locomotives, carriages and wagons. It sends a clear signal to companies either side of the ROSCOs in the supply chain, that RISAS is the industry’s first preference for assuring the supply of critical products and services associated with rolling stock maintenance.

The train continues to become an even more popular transport mode. In 2011-2, the mainline railway saw about 1.5 billion passenger journeys made and about 100 million tonnes of freight carried. Maintaining the safety and reliability of trains to make this happen is critical, and relies on suppliers and customers both having a clear appreciation of the risks, and a proven capability to manage them.

RISAS is managed by RSSB, which provides the agency for accrediting the approval bodies which then assess companies going for RISAS certification. RSSB also provides the scheme management, which includes looking after the governance of RISAS, administration of its Board and facilitating its development of its Business Plan, reporting back into the RSSB Board, supporting stakeholder engagement with users of the scheme, and its marketing, promotion and communication — including the RISAS website.

The beauty of RISAS is that it yields a single, universally recognised assessment and certificate by a third party, which reduces (or sometimes eliminates) the need for audits and assessments by other third party schemes or individual client companies. It’s a robust system recognised by the Office of Rail Regulation (ORR) and can also help companies meet the requirements of the European Union Safety Directive.

For more information, contact Andy Tandy, Systems and Stakeholder Manager, RSSB, andy.tandy@rssb.co.uk.

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For more information about RED please contact
Susan Cassidy, programme manager, operational safety, on 020 3142 5373 or susan.cassidy@rssb.co.uk.
Issue 4 of Right Track, the rail industry’s own operational safety learning magazine sponsored by Operations Focus Group (OFG), is about to be published. It will be posted on Opsweb (www.opsweb.co.uk) and sent out to rail companies for them to make available to anyone with a role in rail operations.

Right Track is proving popular with train drivers, guards, conductors, on-board staff, dispatchers, signalling people, people on stations, people working on the track, shunters and managers.

The fourth issue has a strong train driving theme, and features an interview with a Virgin Trains driver, along with plenty of hints, tips for the winter and Rule Book advice specifically for drivers moving on-track machines between siding possessions.

Among regular features like SPADtalk and the ‘lowdown’ interview column, there is also a review of the investigation into the accident at Bordesley Junction, where a lack of track and vehicle maintenance led to a freight train derailment in August 2011.

The content of the magazine covers the mainline rail system and London Underground. It is assembled by RSSB on behalf of OFG, and an OFG-appointed editorial panel supports RSSB with technical assistance and approves final concepts.

Articles or suggested topics for articles are welcome. Please contact righttrack@rssb.co.uk or telephone 020 3142 5300.

In partnership with UIC, RSSB has enhanced SPARK to provide several new membership levels to make SPARK an even more flexible and accessible system and to encourage the international research community to share their knowledge.

SPARK was designed to allow information to be easily found and to allow users to contribute their own knowledge. Initially limited access to SPARK to RSSB members and key cross-industry groups: this allowed the system to be tested within a small community and helped ensure high quality contributions were received. To evolve the system, the Reader membership level has now been introduced, which is open for all access and download information and documents, but does not allow users to add content.

By providing the Reader level, SPARK can be promoted to a wider range of organisations both within the UK and beyond. This will allow our contributing users reach a wider audience of rail professionals and bring many more new users to SPARK. To gain access to further content in SPARK, Readers can apply for Contributor membership, providing that they meet some simple criteria such as having content to share with the SPARK community.

Since providing the new membership level in December, SPARK has welcomed well over 100 new Readers and a variety of communication activities are anticipated in the coming months.

Additional changes to SPARK include the creation of an IRRB Members level, incentivising members of the International Rail Research Board (IRRB) to share content.

Plans for the coming months include further content loading, with a current focus on making the archive of the World Congress on Railway Research available in SPARK.

If you would like more information on SPARK, arrange a SPARK demonstration for your organisation or talk to us about knowledge sharing opportunities, contact spark@rssb.co.uk.
Events

Risk Management Forum 17 April 2013

Registration is open from 0900hrs with the event starting at 0950hrs to 1545hrs.

This year the event will be held at Network Rail’s Training Development Centre, Westwood, Coventry, CV4 8GP

Theme:
1. Emerging and changing risk
2. Evaluating safety performance
3. Dynamic risk assessment
4. Learning from non-GB rail

Cost: £45.00 for single day delegates. Online registration can be made at this secure site.

The event is open to everyone. However, the Risk Management Forum will be supplemented by a seminar on Common Safety Method for Risk Evaluation and Assessment on 16 April that is restricted to delegates from RSSB member companies.

Please contact us to register for this additional seminar before using the single day delegate registration.

Information will be added to http://www.safetyriskmodel.co.uk/Pages/RMF2013.aspx when it becomes available.

For further details, contact conferences@rssb.co.uk