RSSB announces new Chief Executive

RSSB has announced that Chris Fenton, formerly Director of Marketing and Strategy at Amey, is to be its new Chief Executive. Chris will join the organisation on 6 January 2014 and will take over from Len Porter who retires at the end of March 2014 as Chief Executive of RSSB.

As a Managing Director at Amey, Chris re-established Amey’s Business Services activities as a profitable and key activity for the company before taking responsibility for the company’s interest in Tube Lines in a complex period of political change and economic challenge. Prior to that, he was Managing Director for the testing and inspection division of BSI, after an early international career in Courtaulds. Common to all his roles has been a desire to get the most from an organisation through clear strategic goals and building strong teams. He trained as a material scientist at Cambridge and has an MBA from Manchester Business School.

Chris is also a Non-Executive Director at the Nuclear Decommissioning Authority since March 2012 and sits on both their audit and remuneration committees.

Welcoming the new Chief Executive, RSSB’s chairman Paul Thomas said, ‘Chris brings a wealth of experience to the role of Chief Executive and we look forward to working with him to ensure that RSSB continues to provide a range of high quality services to its members and the wider rail industry.’

You can subscribe to Information Bulletin on the RSSB website. RSSB subscriptions page

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

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

Front page photo: Image courtesy of Network Rail
In 2011 the Industry Standards Coordination Committee decided to withdraw the ‘Yellow Book’ because it no longer represented up-to-date guidance for the GB mainline railway system. In particular much of its content was aligned to outdated regulations and it didn’t take account of the Railway and Other Guided Transport Systems (Safety) Regulations 2006 (as amended) or Commission Regulation 352/2009 on the Common Safety Method on Risk Evaluation and Assessment (CSM REA).

In the intervening period RSSB has been undertaking research (research project T955) to develop methods, guidance and tools to support the management of change to the railway. The objective of this project is to help the industry to meet the requirements of the CSM REA in an efficient and effective way. The resulting outputs are being published on the RSSB website on the Management of Engineering Change page.

While the Office of Rail Regulation’s guidance on risk evaluation and assessment summarises the Commission Regulation, to whom it applies and specific points on compliance in the UK, the RSSB guidance is aimed at those who are required to undertake an application of the CSM REA process in their work. It should be noted that:

- As this guidance is aligned with the scope of the CSM REA, it is equally appropriate for purely operational changes to the railway in addition to engineering change (i.e. it is more broadly applicable than the ‘Yellow Book’).
- The regulation only requires the application of the process for ‘significant change’. However even if a change is not...
The revised Guidance on the implementation of Station Travel Plans has been designed and produced by the Transport Research Laboratory (TRL) for RSSB in collaboration with the Association of Train Operating Companies (ATOC) and the updated guidance will be used by train operators and local authorities to help improve access to the rail network for people who choose to travel to stations by foot, bike or bus.

Aimed at local authorities, transport professionals and train operators, the new guidance updates the methodology for assessing current travel patterns around stations and the techniques used for surveying current users. The new guidance builds on an assessment of a successful pilot carried out at 30 stations across Great Britain. It looked at lessons learnt from successful improvements to bus, cycle, motorcycle and pedestrian access to and from rail stations.

It is envisaged that the new guidance will help train companies continue to encourage growth in cycling and other forms of sustainable modes of transport to and from stations.

Transport Minister Norman Baker MP unveiled the new guidance document on the implementation of Station Travel Plans on Friday 19 July 2013 at Brighton Station.

Please note the RSSB website is in the process of being upgraded. The links in this article will go to the home page and the document will be searchable. Please contact enquiry desk for the new url: enquirydesk@rssb.co.uk.
Winners of customer experience competition announced

Winners of the Customer Experience competition run by the rail industry’s Enabling Innovation team, were announced in September at a Final Live Event, held at the popular 15Hatfields venue near London’s South Bank.

The competition forms part of the portfolio of activities to unlock innovation led by the Enabling Innovation team on behalf of the Technical Strategy Leadership Group, for the rail industry to fulfil its 30-year vision for a world-class national rail system, building and deploying the best innovation, technology, people, principles and processes.

Like most other industries, the railway strives to meet increased customer needs and expectations in a sustainable way, by accommodating more passengers and freight while cutting cost and carbon. The competition was targeted at finding opportunities to improve the customer experience within GB rail in areas of service culture, business process, journey planning, seamless journey experience and design of facilities.

The competition brought together rail and non-rail sectors with finalists ranging from marketing solution companies to specialised rail and tech companies to academics, all aiming to provide innovations that could transform the rail customer experience.

The Live Final event was the culmination of a £1 million prize-bearing competition, which saw sixteen finalists from 111 entries competing for a total purse of £300,000 in cash prizes, plus the opportunity to bid for funding from a total investment pool of £700,000. The event also provided invaluable networking opportunities, opening the door for potential partnerships, collaborations, sales and further investments.

In the Regular Rail Passenger Challenge, which addressed the experience of regular rail passengers such as commuters, Caution Your Blast and Ayopua won with a mobile app - ‘Commuter Intelligent Passenger’. This offers real-time journey monitoring on intermodal door-to-door journeys and personalised information, advice and alerts from its intelligent predictive capabilities. The two runner-ups in this Challenge were Jeppesen and Gerrit Boehm.

The Discretionary Rail Passenger Challenge, which tackled more occasional passengers’ experience, was won by 3Squared with their ‘Station Master’ 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 - enabling tourists and those with impairments to find platforms, amenities and access routes. The two runner-ups in this Challenge were Capito Systems and 4ward Thinking.

The Rail Freight Customer Challenge was won by the Stobart Group for their ‘Stobart Express’ innovation, involving high speed trains and/or small modular load units combined with low-emission road delivery vehicles, to enable fast and low-emission door-to-door distribution of multiple small-volume loads, to local stores, other business premises and residential properties. The runner-up in this Challenge was FreightArranger.

The ‘Cross-over Prize’, rewarding exceptional proposals that transferred innovations developed for another application to the rail industry, was awarded to routeRANK. Having already successfully applied their innovation and technology in the travel industry, routeRANK provides a software solution for freight transport planning. Incorporating road, sea and air transport data, their ‘Integrated Rail Freight Planner’ would be able to compute multi-modal shipment route options and propose real-time alternatives in the case of disruption.

Altogether, the competition demonstrated the high capacity for innovation amongst the world’s entrepreneurs and shone a light on the future customer experience on the GB railway. By bringing together rail and non-rail sectors, there was significant opportunity for knowledge exchange and drawing new talent into rail.

David Clarke, Director of EIT, congratulated all the winners as well as everyone else who had taken part in the competition: ‘For the winners, this is a tremendous opportunity to kick-start some really significant concepts and turn them into a commercial reality that can be applied full-scale on the railway. There’s a diversity in the nature of rail customers both in freight and passengers, and the variety in the responses to this challenge truly reflects this: there is no one-size fits all for rail customers and I was particularly pleased to see a number of truly cross-modal proposals which recognise that rail customers are in fact transport customers. This has been a really successful competition and it’s a great case study for any doubter out there that wonders whether we’ve really got any innovation waiting in the wings worth discovering.’

Interviews with the competition winners can be viewed on YouTube at: http://www.youtube.com/user/TheFutureRailway?feature=watch
How can the rail industry exploit technology to remotely monitor the condition of the rail infrastructure? Innovators and developers in sectors as diverse as military and security technology, satellite communication and materials science as well as the railway are just some of those being invited to apply their ideas to address this question.

The 30 year vision for the GB railway, as set out in the Rail Technical Strategy, envisages intelligent ‘self-monitoring’ systems, which will enable targeted, risk-based, maintenance and repair of rail infrastructure assets delivering improved reliability, fewer delays, increased capacity, resilience, safety and all-round improvements in the performance of the rail business.

Remote condition monitoring (RCM) is already widely used on both trains and rail infrastructure, for example through Network Rail’s Intelligent Infrastructure Programme. The future railway will be under more pressure to carry more passengers and freight, making RCM a necessity. However there are still significant railway performance challenges which do not yet have RCM solutions. This competition is targeted at 10 of these unsolved challenges and aims to offer innovators the opportunity to prove their solutions on the operational railway.

Working with the Network Rail and South West Trains Wessex Alliance to provide 90% funding, the up-to-£3million competition – launched on Friday 18 October – will cover 10 specific challenges for remote condition monitoring technology demonstrators, previously identified through a series of industry workshops.

The competition forms part of the Future Railway portfolio of activities to accelerate innovation led by the Enabling Innovation Team (EIT) on behalf of the Technical Strategy Leadership Group.

For more information see http://www.futurerailway.org/eit/Pages/Funding.aspx

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The completion of New Approach project to the industry Rule Book

Under the leadership of RSSB, the industry has just 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 have now been published and will come into force from 7 December 2013.

The “New Approach” represents a major evolution in the history of the Rule Book and is the biggest comprehensive review of the rules since the Modular Rule Book was introduced in 2003.

The primary purpose of the New Approach was to significantly rationalise its content and restructure the document to target rules at the skill sets of end users and clearly align it with operational principles. This rationalisation has been achieved mainly by removing those rules that were legislative requirements, have no national application, are company-specific, are training or guidance material or are unnecessarily duplicated.

In conjunction with industry partners the opportunity was taken for a complete review of working practices. This was to enable an incremental introduction of the new rules to aid the briefing process for front line staff, and to allow the preparation of company instructions which replaced certain rules. During the development work for each tranche, various industry workshops were held where end-users of the rules were given an opportunity to contribute to the creation of the revised rules.

Finally, the documents were all subjected to the normal Railway Group Standard consultation process.

What has changed …

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 ranging from anyone needing to go on or near the line through to those roles that have the responsibility for arranging safe systems of work to protect staff through to those arranging technical or engineering works.

One handbook has been created for all roles across the industry, whether operational or engineering, which have a requirement to recognise and understand the meanings of lineside signals and signs.

Rules previously shown for certain staff such as operations controllers, or those covering management processes, are no longer contained in the Rule Book as they are better placed in individual company instructions which can be more specifically targeted.

In total, the bulk of rules for the GB rail industry to use have been reduced from 1,820 pages to 1,108 although for individual roles the reductions are even greater, for example: the rules previously required to be learned by a basic track worker numbered 115 pages whereas they now need only one handbook of 20 pages.

There is more information regarding the New Approach to the Rule Book in the Rule Book section of the RSSB website. http://www.rssb.co.uk
Bombardier’s Ilford depot gets RISAS

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.

This means that companies buying safety critical products and services in these areas from Bombardier’s Ilford depot can rely on a high level of assurance based on one universally accepted, rigorous assessment in RISAS, avoiding the duplication and unnecessary cost of multiple generic audits.

The assessment was made by SGS Correl Rail. Unlike a generic questionnaire or tick-sheet, the RISAS assessment gets under the skin of the company and gets hard proof that its performance meets the railway’s requirements.

Such assessments pose ambitious challenges to candidates like Bombardier, to be able to demonstrate high standards across their entire spectrum of activities from board room to shop floor. Such assurance helps support the safety management system (SMS) of providing companies in controlling risk, competence management and organisational learning as well as meeting the requirements of UK and EU legislation.

For more information about RISAS, contact Andy Tandy, andy.tandy@rssb.co.uk, or subscribe to RISAS News on the RSSB subscription page.

New Safety Assurance Guidance responds to industry concerns

RSSB has recently produced new guidance on safety assurance.

This guidance aims to assist SMS holders and other companies to improve safety assurance, particularly at the interface with other companies and, if well applied, should lead to improved safety management and business effectiveness.

It should also assist in meeting the requirements of the Common Safety Method (CSM) for Monitoring which has, since June 2014, made requirements on Safety Management System holders in relation to their safety assurance processes.

It contains many examples of good practice, checklists, tools and templates and hyperlinks to other useful sources. This guidance introduces the Shared Risk Register which should prove useful in 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 structure of the guidance reflects the three overlapping dimensions of safety assurance in the rail industry: assurance within a company, assurance around interfaces with one or more other companies, and assurance of the total railway system.

For more information contact: SMSProgrammes@rssb.co.uk

In other developments:

• The Office of Rail Regulation (ORR) has recently reiterated its support for RISAS in a letter to the RISAS Board Chair as the only industry scheme which provides for the right level of approval of suppliers of safety critical products and services. The introduction of the scheme in 2006 avoided the need to introduce extra regulation on the matter, in light of a call in the public inquiry into the 1999 Ladbroke Grove train crash. ‘Recommendation 24’ of the Cullen Report required that suppliers of products and services of a safety critical kind, for use on or in regard to the railway, should be required to hold an ‘accreditation’ as being a condition of being able to engage in that activity.

• Building on the scheme’s success, the RISAS Board is exploring other areas where there may be appetite in industry to expand RISAS. Potential new areas include procurement and logistics management, on-track plant, entities in charge of maintenance (ECMs) and high integrity hardware/software.

For more information about RISAS, contact Andy Tandy, andy.tandy@rssb.co.uk, or subscribe to RISAS News on the RSSB subscription page.

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