MEETING: RSSB Board Meeting
DATE: 08 May 2014
SUBJECT: Annual Standards Review and ISCC Strategic Plan
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1. Purpose of the paper

1.1 This paper reports on standards-related activities carried out by RSSB during the past year under the auspices of the Industry Standards Coordination Committee (ISCC), of which Tim Gilbert is the chairman and Anson Jack is the RSSB member. The paper also seeks endorsement for the ISCC Strategic Plan for Control Period 5 (CP5).

2. Report on standards activities

2.1 ISCC monitors the effectiveness of Railway Group Standards (RGSs) and the procedures for managing them as defined in the RGS Code and the Standards Manual.

2.2 ISCC receives and reviews the report on standards activities, produced annually by RSSB and supplemented by a mid-year update. ISCC also invites, twice a year, the chairman of each of the six Standards Committees (SCs) to brief ISCC on standards-related work.

2.3 Each SC produces a strategic plan setting out what it wishes to achieve each year and what it will do to support ISCC's strategic objectives. ISCC has reviewed and considered progress made against all SC plans for CP4.

2.4 Each SC produces a strategic direction setting out what the GB industry wishes to achieve with the Technical Specifications for Interoperability (TSIs). ISCC will review and endorse updated plans for all SCs for CP5 during 2014.

2.5 The SC chairmen meet monthly to discuss progress with national technical rules (NTRs) and national safety rules (NSRs), to review TSI activity and any RGS issues. They inform ISCC and seek their support for issues which could have significant implications for the mainline railway, including where an application for a specific case in a TSI may be required.

2.6 The board is advised of any specific issues relating to standards as they arise in the Chief Executive’s Report.

2.7 Issue One of the ISCC Strategic Plan for CP5, sets out the key activities for 2014 – 2019. ISCC approved this plan on 24 January 2014. It will be subject to annual review at ISCC and the results will be reported to the board. It is available for review at http://www.rssb.co.uk/Library/about-rssb/2014-board-paper-iscc-strategic-plan-cp5.pdf
3. ISCC comments

3.1 ISCC members made the following comments/observations:

a) There is a general downward trend for both proposals for new standards and for deviations against standards which supports ISCC’s view that RGSSs are generally fit for purpose. ISCC invites directors to comment if their perception or experience is any different from this.

b) ISCC believes that SCs have made considerable efforts to help applicants with the process of applying for deviations to standards. However, deviation applications are, in some cases, still of poor quality and submitted late. This causes much wasted time and effort being expended by SC members and RSSB staff, as well as risking the deviation not being approved. Board members are asked to encourage their constituencies to plan their activities such that timely and professional applications for deviations can be made.

c) ISCC has some concern about resources in the area of Control Command and Signalling (CCS) standards. The European Rail Traffic Management System (ERTMS) project is increasingly consuming resource and, whilst a prioritising and resource planning approach is carried out within RSSB, there is a danger that some medium and lower priority tasks will take an excessive time or never be completed.

d) ISCC commended the work and outputs from the ‘Safety Risk Model Hazard Analysis for Rail Projects’ project (reported below) as a very good piece of work that will have considerable value across the industry.

4. Industry and European issues

4.1 ISCC has considered, built consensus and influenced the way forward in the following areas:

a) GB Specific Cases – ISCC has considered and provided support for a number of GB specific cases in respect of several TSIs. It also recommended to the DfT how to influence the TSI working parties and ultimately how to ‘vote’ on TSIs at meetings of the European Railway Interoperability and Safety Committee (RISC).

b) Notification of NTRs – ISCC considered and agreed a solution for the process to notify NTRs, given that the European Rail Agency’s (ERA) database is not yet fit for purpose, and requested the Member State representative to seek agreement from the ERA.

c) Standards for Energy, Electromagnetic Compatibility (EMC) and ERTMS – ISCC fully understands the need for standards in these areas and has ensured that these remain high priorities. It is monitoring progress in each of these areas and considerable steps forward are expected during 2014.

d) Applicability of national rules to particular networks – a sub-group of ISCC considered and agreed a way forward for preventing proliferation of networks and the future mechanism for ensuring that national rules are binding on them (once the Statement of National Regulatory Provision (SNRP) is removed).
e) Implications of the 4th railway package – The 4th railway package (Package) was published by the European Commission on 30 January 2013. The ‘technical pillar’ of the Package is concerned with the revisions to the Safety and Interoperability Directives and the ERA Regulation. ISCC has considered the implications and the potential deficiencies of the ‘technical pillar’ of the Package. It advised that it would be better to retain the principles of Commission Recommendation 2011/217/EU on the authorisation for the placing in service of vehicles and structural subsystems (generally known as ‘DV29’).

f) ISCC received a presentation on Network Rail’s long term plans on interoperability implementation – they urged Network Rail to find a way of producing a plan for interoperability (including a gauging strategy) and to publish it for the benefit of the industry.

g) ISCC endorsed the outputs from research project T955 *Safety Risk Model Hazard Analysis for Rail Projects*. The outputs include six guidance documents, which were published on RSSB’s website in September 2013, a case study on driver-only operations for passenger trains and the development of a generic hazard list for rail vehicles. ISCC set up a multi-functional Standards Committee to approve the guidance documents as Rail Industry Guidance Notes; these will be published in June 2014.

5. **Review of membership**

5.1 ISCC reviewed its membership in accordance with the Standards Manual and considered that the composition remained appropriate for the purpose but would review it again at its next meeting following the admission to RSSB membership of HS2 and Crossrail.

6. **Recommendations**

6.1 The board is asked to:

- **NOTE** ISCC’s activities
- **ENDORSE** the revised ISCC Strategic Plan for 2014 – 2019, Issue One for CP5.