1. Purpose

The purpose of this paper is to highlight three EU events and processes that will or can impact on the GB railway, and to propose a delegate to the executive of authority to commit the company to participate in Shift2Rail.

2. Discussion

2.1 Executive Positions in significant EU bodies

Section extracted for publishing.

2.2 Shift2Rail

The Shift2Rail regulation has been adopted by the Commission and it is now moving into the operational phase. Eight companies, including Network Rail are founding members and have made considerable financial and resource commitments to the programme. In addition Network Rail will be leading one of the five pillars - 'IP3' which focusses on innovative approaches to infrastructure. Network Rail have led the engagement with Shift2Rail on behalf of the UK industry and now we are approaching the stage where other players will have to decide if and how they are going to seek participation. RSSB has been supporting the Network Rail activity through FutureRailway having two dedicated resources working to understand the activity and communicate to the wider community of businesses and Universities.

In addition to founding members, there is the opportunity for individual companies or consortia to participate as associate members. To do so requires a commitment to one or more of the IPs and a contribution of 2.5% of the value of the IP. If selected the contribution will be matched by the programme. Selection of associates will be made by the managing board which consists of the eight founding members and the commission, each with 50% of the votes. Meetings have been held with potential associates, including universities and a process of potential consortium building is under way.

Between now and the next board meeting it is likely that RSSB will have to decide if and how to participate in the Shift 2 Rail programme. It has previously been agreed by directors that RSSB could sign up to Shift2Rail as
a research body, and this was done during 2013, but this part of the process has finished and all such agreements have now lapsed. We have to either start again or not participate. In working out what is best for the UK rail industry, we are working very closely with TSLG, its Core group and the Network Rail leadership on Shift2Rail as well as having many meetings with potential partners, universities and Network Rail.

The board is asked to **DELEGATE** to the executive the authority to commit RSSB to participate in Shift2Rail provided it does so within current or reasonably anticipated resources and is supported by the TSLG Core Group.

### 2.3 Scope of Interoperability

As reported in the CEO report, the scope of interoperability expands from 01 January 2015 with a new set of harmonised TSIs. There are a number of implications of this including:

- There is a need to fillet Railway Group Standards to extract those parts that duplicate TSIs and leave those requirements that fulfil the role of National Technical Rules. This creates the opportunity to redefine asset based Railway Group Standards to harmonise and simplify the message to all projects – working through both standards and policies to get to the position where the single guiding principle that can be briefed/trained is ‘in all cases apply the TSIs plus the National Technical Rules’.

- There is increased ORR focus on TSI compliance of major projects.

- The opportunity to learn from the experience of creating these TSIs and work more closely to influence future changes in TSIs – a lessons learned exercise is being run by the Industry Standards Coordination Committee and this will lead to revised and simplified guidance for those participating in the TSI/interoperability process.

- The opportunity to clarify for all of the industry what interoperability is and how it affects the UK industry – this is being taken forward through the production of an Interoperability RUS (Route Utilisation Strategy), which is being led by Network Rail, but with significant participation of RSSB, TSLG, ISCC and SICs. It will pull together into one place both national roll-out strategies (such as the ERTMS National Plan which is also the implementation plan for the Control Command and Signalling TSI) and tactical information (such as where to go to consider a derogation), and should be bought into by all sectors of the industry and signed off by the Regulator (ORR). It will then become a formal part of the industry planning process.
3. **Recommendations**

The RSSB board is asked to:

3.1 **NOTE** the process to appoint Executive Directors to the ERA and Shift2Rail and consider nominating/encouraging candidates for the Shift2Rail position.

3.2 **NOTE** the Shift2Rail consortium building and **DELEGATE** to the executive the authority to commit RSSB to participate in Shift2Rail if a fundable proposition is agreed with the TSLG Core Group.

3.3 **NOTE** the expansion of scope of interoperability from 1 January 2015 and the knock-on implications for Railway Group Standards.