Information bulletin
COMMUNICATING WITH OUR MEMBERS AND STAKEHOLDERS

NOVEMBER / DECEMBER 2014

Anna Bradley to be the new Chair of RSSB

The Directors of RSSB are pleased to announce that Anna Bradley has been appointed as a non-industry, non-executive director and chair-designate for RSSB.

Anna will take over from Paul Thomas who retires as Chair of RSSB in March 2015.

After a career in regulation, policy and consumer advocacy across sectors as diverse as legal services and organic food Anna now has extensive experience as a non-executive director and Chair in public, private and not for profit organisations. She is Chair of Healthwatch England - the consumer champion in health and social care and Member of the Care Quality Commission. Her other roles and experience include being Chair of the Southern Water Customer Challenge Group which has been advising the company during the recent price review and Chair of the Council of Licensed Conveyancers – a specialist legal professional regulator.

Anna said ‘I am delighted to have been asked to Chair RSSB. I think RSSB has a critical role to support the industry in delivering more with less through the harnessing of good practice and innovation, so ensuring that consumers and citizens reap the benefits that a vibrant rail sector can bring’.

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:
or search at www.rssb.co.uk

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Front page Image: Courtesy of Network Rail

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Achilles appointed to provide supplier qualification services

RSSB has signed an agreement, on behalf of the rail industry, with Achilles Information Ltd, securing provision of pre-qualification and audit services via an online portal for the Railway Industry Supplier Qualification Scheme (RISQS).

RISQS is the single entry point for companies to supply products and services to over 110 buying organisations in the rail industry, including Network Rail and Transport for London. It embraces historic qualification arrangements, (formerly known as Link-up), providing a means for rail buyers to identify suitably qualified suppliers in a way that’s compliant with EU procurement rules.

The RISQS Board is responsible for governing and developing the scheme as well as overseeing the performance of third party service providers, such as Achilles, which has a contract to provide the pre-qualification and audit service for the scheme until April 2017.

Richard Sharp, Chairman of the RISQS Board, said: “This agreement will benefit buyers and suppliers alike across the industry, it means industry is now in control of its own supplier qualification arrangements but we are also benefiting from the huge experience of Achilles in running the scheme and similar arrangements for over 20 years.”

Tom Grand, Regional Director for Achilles in the UK and Ireland, said: “We look forward to working with the RISQS Board to continue to build on improvements to the way qualification works, which already include more-focussed audits with less duplication and better cooperation with other schemes like RISAS and IRIS.”

For more information about RISQS, go to: http://www.achilles.co.uk/en/?option=com_content&view=article&id=285

Half-Year Safety Performance Report published

This report reviews the performance levels achieved during the first six months of the financial year 2014/15 on the railway network of Great Britain and is based on incident data up to the end of September 2014. It presents the trends in harm to passengers, the workforce and members of the public, as well as the trend in the risk from train accidents.

Most of the data used in this report comes from the Safety Management Information System (SMIS) but it is supplemented, where appropriate, with data from other sources, such as British Transport Police (BTP) and Network Rail.

Half-Year headlines:

• There were no passenger or workforce fatalities in train accidents
• There were two passenger fatalities. One involved a fall from the platform edge, and one involved a fall down stairs in a station.
• There were two workforce fatalities. One was the result of a road traffic accident while on duty, and one was the result of contact with the live rail, in a depot.
• Eighteen members of the public died accidentally on the railway, ten of whom were trespassing. Seven of the eighteen were users of level crossings, two of whom were road vehicle drivers. The remaining public accidental fatality was a child, who died along with his mother in an incident at a station.

• The number of Potentially Higher-Risk Train Accidents (PHRTAs) during the first half-year was 12
• At the end of September 2014, the Precursor Indicator Model (PIM) relating to train accidents stood at 7.18 FWI, compared with 7.53 FWI at the end of 2013/14. The part of the PIM relevant to passenger risk from train accidents stood at 3.28 FWI, compared with 3.31 FWI at the end of the last financial year.
• At the end of September 2014 the number of signals passed at danger (SPADs) stood at 304, compared with 290 at the end of 2013/14. The associated level of SPAD risk was 76%, compared with 73% at the end of 2013/14.
• The overall level of accidental harm (ie passenger, public and workforce combined) for the 2014/15 half-year stood at 52.7 Fatalities and Weighted Injuries (FWI), compared with 51.5 FWI for the same period in 2013/14.

The full report is published on the RSSB website
Guidance on the Use of Satellite Positioning Technology for Location Dependent Railway Applications drafted

There are potentially a wide range of position dependant applications covering signalling and control, operations, customer information, on-train monitoring and diagnosis and infrastructure asset management. The implementation of these applications could provide substantial operations, commercial and safety benefits to the railway. Satellite positioning technology is one of the technologies which has potential to support these applications.

Global Navigation Satellite System (GNSS) is being used extensively within the GB rail industry to provide common time and position information for managing the operations and assets across the rail network. However, the current pattern of deployment is on an ad-hoc case-by-case basis, with little appreciation of the type of GNSS technology being used. Furthermore, what works for one operator may not work for another operator due to the topography of the route and the layout of stations and surroundings.

Future Communications & Positioning Systems Advisory Group (FC&PS AG) is to publish a draft Satellite Navigation guidance note in order to help the railway industry with implementation of satellite technology for location dependent railway applications and to get feedback on the usability and content of the document.

The guidance will be of benefit to train operators (TOCs and FOCs), train leasing companies (ROSCOs), infrastructure managers, and satellite positioning equipment manufacturers, system integrators, and train builders.

Your feedback can be submitted through the stakeholder consultation register from the end of December 2014 until 31 March 2015. Feedback will form the basis for further development of the GN which will pass through a formal consultation process prior to publication.

Competition on Powertrains for Rail Vehicles launched

FutureRailway has launched a 100% funded £4.4m competition on Powertrains for Rail Vehicles.

The competition is seeking novel technical solutions that can provide improved energy efficiencies for self-powered vehicles. The competition scope includes whole powertrain solutions and powertrain sub-system innovations.

Future Railway will be launching a 100% funded £4m COMbined Positioning Alternative Signalling System competition in January 2015.

This competition, also known as COMPASS, refers to a system that is being developed to enable trains to continue to move when the current signal system fails. It will also provide signallers with an alternative and more accurate view of a train’s position, speed and direction of travel.

The competition will include two phases with successful applicants funded to carry out an initial feasibility study to investigate the technical and commercial viability of their proposed solutions. Of these, the most promising applications will receive funding to further develop and demonstrate the powertrain system.

The competition will be judged by a panel of industry experts.

Further information on live competitions can be found on www.futurerailway.org/competitions

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The competition will include two phases with successful applicants funded to carry out an initial feasibility study to investigate the technical and commercial viability of their proposed solutions. Finalists will be judged by a panel of industry experts including representatives from train operating companies (TOCs), Network Rail and RSSB. A briefing event will be held in London in mid-January 2015 for interested suppliers and the competition will be officially launched after the event.

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A recent industry survey to establish how often you use the RGS Online website and how we could improve it has now closed.

The majority of respondents (44%) said they visit the site every week, 22% visit daily and 22% said they visit every month. The main documents sought were Standards documents (98%) with 47% also looking for Rule Book documents, 45% Briefing Notes/Impact Assessments and 39% deviations and amendments.

When using the search functionality, most visitors went to the Quick Search function followed by the Advanced Search and then the top navigation tabs. It is no surprise that the ability to search and find the desired document quickly came top in our survey and was the subject of suggestions to improve/change when the site is moved to www.rssb.co.uk next year.

Ideas that will be taken forward include:

- Increasing the speed at which the search results appear by limiting the number of documents returned.
- Making it easier to differentiate between Live, Withdrawn and Superseded documents and show live documents first.
- Replacing the current categorisation with an improved search facility which can be refined using both numbers and key words to deliver only relevant documents. For example, it will be possible to deliver results relating only to the Rule Book.
- Making Briefing Notes and Impact Assessments more obvious
- Faster opening of documents and where hyperlinks exist in documents, opening these in a new window.
- Better visibility to show where content can be exported to Excel.

We would like to thank everyone who took the time to give feedback.
The full results are available on www.rgsonline.co.uk