1. Purpose

1.1 The purpose of this paper is to brief directors on the current context for standards, outline the emerging contents for a new standards strategy.

2. Background and discussion

2.1 Over the last 10 years a considerable amount has been delivered by RSSB and its members in the standards arena, including:

- The number of Railway Group Standards has halved from 227 to 112
- The GB input to the EU TSIs has helped to shape what is now a full set of interoperability specifications
- Railway Group Standards have been shaped to contain requirements consistent with the EU specifications and a full set of RGS have been notified to the EU Commission
- The Rule Book has been completely rewritten and formatted to simplify and target it at groups of staff
- Guidance documentation has increased (at industry request) as mandatory standards have reduced
- The future of RGS within the Interoperability framework is now defined (consistent with the diagram in Annex A)
- Standards have been produced to support the introduction of the assessment of compatibility, ERTMS, GSM-R, Selective Door Opening, Driver Advisory Speeds and many other technical developments
- All standards changes have been achieved through consensus. No standards proposals have fallen because of a lack of consensus.

2.2 However there remain further opportunities going forward, including:

- the delivery of a requirements management system, supported by a tool, to enable the migration toward more targeted distribution and publication of standards, which is believed to be an EU leading initiative
- ensuring alignment between TSI’s, RGS and Company Standards, particularly Network Rail ones – to make it cheaper and quicker to get approvals
- Completing the job of aligning RGS with TSIs and simplifying the documentation – to make the standards system simpler and easier for all to understand.
- Moving to a regime where we collaboratively shape future standards through the EU interoperability process
- Enhancing industry knowledge and ability to exploit the standards regime to reduce costs and improve performance.
2.3 Accordingly it is appropriate to take stock on achievements to date, including lessons learned, and to consider the direction of travel for the RSSB standards activity to support industry in the achievement of its objectives. Directors have already endorsed the objective of producing an updated strategy for standards, and this paper is setting out for discussion the themes and a number of questions for directors to advise on at the point where the leadership of the function passes from Anson Jack to Mark Phillips. Following the discussion around this paper, ISCC will be engaged to consider and develop an industry endorsed strategy.

3. Components of the strategy

3.1 It is axiomatic that the management of standards should be undertaken to support the industry in the achievement of its objectives. At the same time, the authority and competence for standard setting has progressively transferred to the European Union. This has two very distinct impacts:

- RSSB members can no longer make final decisions on the content of the mandatory standards which are established in Brussels (they can on the mandatory National Technical Rules that fit around and support them), and
- the task for the managers of the GB standards regime has necessarily shifted to reflect this.

3.2 At the same time, there is an enormous amount of change across the industry resulting from the huge investment programme and the many initiatives to improve operational and safety performance, all of which require support from the standards regime. The following are practical things that the standards activity is actively delivering for our members and which have their own timescales and deliverables:

- Rules for Crossrail – developing operating rules for the central section
- Advice for HS2 on the application of EU and domestic standards on different sections
- Rules for ERTMS and ATO to support national/Thameslink roll out
- Completing the review with NR as to the compatibility of TSI/RGS and NR Standards
- Completing the job of aligning RGS with TSI and communicating the way to use and change them in future.

3.3 Policy and form

The simplification of the standards regime that is possible with the extension of scope of interoperability creates the need to define how standards are presented. Deciding the best mode of delivery for requirements and in what format is a really practical issue that needs to be sorted out in 2015 before the simplification of standards is too advanced. The move toward digitising will also help this, but we need to confirm the future formats for the entire RSSB suite of standards.
3.4 Five Year Vision

Our five year vision for standards includes the following areas and questions for the directors (in italics):

- We are moving to give greater visibility to industry of the value of standards and standards change (in terms of cost/safety etc) and work with industry to secure smooth implementation of standards changes to achieve that value
- Working with members to clarify the speed and shape of the shift toward competence and risk based decision making and the supporting standards regime. (to what extent should the standards process lead this shift, as distinct from supporting the leadership actions of the major duty holders and employers in the industry)
- To have a clear landscape of standards that is well understood by all (how can RSSB best support the industry here?)
- To have developed means for projects and others to work with hazard analysis and standards to build in reliability, efficiency and safety at the time of design (how can we best integrate hazard identification, bow tie analysis and standards drafting?)
- To support members who have limited resources to develop standards for themselves (Although RSSB has withdrawn all the single duty holder standards, some members do not feel equipped to exploit the freedom to innovate that this created for them. How can RSSB support members in doing so?)
- To be in vanguard shaping future TSIs (what priority should be given to shaping future TSI changes?)
- To have completed the investment in digitised standards to simplify administration and delivery (what are the opportunities for the industry to exploit digitised standards?)
- To clarify the scope of standards that RSSB is involved with (what geographical and functional scope do DfT/ORR and rail industry players want RSSB to have?).

4. Recommendations

4.1 The RSSB board is asked to:

- NOTE the current status of standards strategy and the intention to ask ISCC to develop for endorsement an updated strategy during the first half of 2015
- COMMENT on the direction of travel and offer guidance and advice to ISCC as to the content of the strategy, particularly with respect to the questions in 3.4.
Annex A: Graphic from the RSSB web site – explaining standards