PTI Strategy Published

With passenger numbers increasing year on year, companies across the rail industry have worked together to identify and reduce any further risks to safety up to thirty years ahead and published a joint long-term strategy.

It aims to make the transition between the train and the platform safer, so that growing numbers of people can continue to enjoy a safe and better performing railway for years to come.

Incidents at the platform train interface (PTI) account for almost half of the total passenger fatality risk on the mainline railway network, and about one-fifth of the overall passenger fatality and weighted injury (FWI) risk.

The platform train interface strategy presents a comprehensive overview of the industry’s consolidated approach to identifying causal factors and mitigations that can be implemented. With support from the Office of Rail Regulation and Department for Transport, it identifies research that is already planned or underway, that will support those activities. The PTI strategy will be a living document. It will be updated as activities are progressed, knowledge gained, lessons learned, and targets refined.

The PTI affects many areas of design and operation that are not always compatible:

- Platform clearances for passenger, freight, and plant vehicles
- Platform and passenger vehicle floor heights
- Optimal step and gap configurations for passengers with and without mobility issues, and those using wheelchairs
- Passenger train designs, including door configurations, train capacity, provision for luggage; and how these might affect overall performance

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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The Strategy focuses on six specific areas of activity:

- Data and intelligence gathering
- Passenger movements through the station and across the PTI
- Train stopping positions, dispatch, monitoring the dispatch corridor, and stopping once dispatched
- Optimising the step and gap
- Accessibility
- Performance and capacity

By collaborating through RSSB, the rail industry has, for the first time, come together to agree strategy for the development and management of the platform train interface to optimise safety and operational performance in the short and long terms.

The Platform Train Interface Strategy is available at:  
http://www.rssb.co.uk/improving-industry-performance/platform-train-interface

£4 million Future Railway Competition

100% funded COMbined Positioning Alternative Signalling System (COMPASS) competition, with a value of £4 million, is now open.

The Combined Positioning Alternative Signalling System refers to a system that is being developed to keep trains moving when there is a signal failure. 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 find successful applicants to carry out an initial feasibility study to investigate the technical and commercial viability of their proposed solutions. These feasibility studies will be followed by further down-selections for a System Integration and Test Facility (SI&TF) and demonstrator entries will be judged by a panel of industry experts including representatives from train operating companies (TOCs), Network Rail and RSSB.

FutureRailway would like to invite proposals from teams and consortia that may include innovators, engineers and technical specialists across a wide range of sectors including logistics and transportation, defence and security, surveying and positioning and civil engineering. This also includes those with experience of systems and data integration, signalling systems, train positioning and satellite technology to develop proposals for this competition.

More details are available from the FutureRailway website.  
Closing date is 1300hrs on Friday, 27 March 2015
RSSB has published its high-level Overview of Safety Performance for the calendar year 2014. The performance should be viewed against an overall context of increasing passenger journeys, with levels having increased by more than 50% in the last 10 years.

Against continual growth in usage our railway remains the safest form of land transport. The risk associated with train accidents resulting in passenger and workforce fatalities remains low, with no such accidents occurring for the seventh consecutive year. Improving level crossing safety continues to be a major focus for the industry to manage and it continues to raise awareness of the sources of risks and encourage responsible behaviour.

Road transport plays a crucial role in keeping the railway running, by enabling round-the-clock maintenance and development. However, this brings with it a risk to rail staff and others, highlighted by the loss of life to an infrastructure worker who was moving materials from one railway worksite to another. A cross-industry project is underway to highlight the wider risks associated with driving for work and improve overall understanding and management.

Whilst there can never be zero risk, there is no room for complacency and active prevention, monitoring, and learning all play a role.

The headlines are:

- For the 7th year in succession, there were no passenger or workforce fatalities in train accidents.
- Excluding trespass and suicide, the total number of fatalities in 2014 was 17, compared with 18 in 2013.
- Three of the fatalities were passengers, compared with six in 2013; all occurred at stations. Three members of the workforce were fatally injured in 2014; two were fatally injured in 2013. Excluding trespass and suicide, 11 members of the public were fatally injured, compared with 10 in 2013.
- The number of potentially higher-risk train accidents (PHRTAs) in 2014 was 32, compared with 30 occurring in 2013.
- At 292, the number of signals passed at danger (SPADs) in 2014 was a 2% increase on the 285 recorded in 2013. SPAD risk rose to 84% mid-year, before reducing and ending 2014 at 61% of the September 2006 baseline level. This compares with 70% at the end of 2013.
- Fatalities arising from trespass and suicide totalled 320 in 2014, compared with 315 in 2013. 2014 was the third consecutive year the total number increased.

The Overview of Safety Performance 2014 can be viewed on the RSSB website.

### Event

**Promotion of Work Related Road Driving in the Rail Industry** conference is taking place on 19 March 2015 at Westwood, Coventry. The event is hosted by IOSH in conjunction with RSSB and sponsored by Network Rail.

For more information about road driving risk, see www.rssb.co.uk/improving-industry-performance/workforce-passenger-and-the-public/road-driving-risk

### Revised standards briefing leaflets

RSSB recently reissued and published in December 2014, seven standards briefing leaflets in the ‘Tell me about’ … series. Minor editorial changes were made either to:

- Align with Issue Four of the Railway Group Standards Code (the Code) and Issue Three of the Standards Manual (the Manual) for those standards briefing leaflets that were published ahead of the new issues of the Code and Manual.
- Reflect the correct term for European standards (ENs) (formerly called Euronorms).

The affected standards briefing leaflets are:

- Changing Railway Group Standards
- European standards (formerly called Euronorms)
- Railway Group Standards
- National Safety Rules
- National Technical Rules
- Standards and the rail industry
- Withdrawing requirements from Railway Group Standards

The revised standards briefing leaflets are available from the RSSB website but if you would like printed copies of the revised leaflets or any of the other leaflets in the series, please email: standardsleaflets@rssb.co.uk
Railway Vehicle Engineering Ltd gets RISAS certification

Derby-based rolling stock specialists, Railway Vehicle Engineering Limited (RVEL), have secured RISAS certification, underpinning the company’s commitment to delivering maintenance and overhaul services to the highest standard.

The RISAS certificate proves RVEL’s engineering capabilities for running gear, electrical traction equipment and transmissions at their Derby workshops.

The scheme relies on suppliers and customers both having a lucid appreciation of the risks, and a proven capability to manage them. A RISAS certificate means that the whole rail system can assume a high level of assurance in RVEL’s processes, based on one universally accepted, rigorous assessment.

The assessment was undertaken by Railway Approvals Ltd as a Rail Industry Supplier Approval Body (RISAB), accredited by RSSB who conducted a comprehensive examination of RVEL’s shop-floor and board-room operation, revealing a hard-working, resilient and high-performing operation which customers can be confident in.

RVEL maintains and overhauls infrastructure, freight and passenger vehicles, allowing the railway to extend the life of existing assets, which helps the industry defer capital expenditure on new rolling stock. RVEL currently employs about 100 full time staff and contractors. See www.rvel.co.uk

Railway Approvals Limited is a company dedicated to meeting certification requirements for rail vehicles. Engineers with comprehensive experience in both Passenger and Freight vehicles ensure compliance with mandatory requirements to obtain the required certification. Railway Approvals is committed to Impartiality and Independence. See www.railwayapprovals.co.uk

The Railway Industry Supplier Approval Scheme (RISAS) is the GB main line rail industry’s ‘not-for-profit’ scheme for the assessment and certification of suppliers of critical products and services. RISAS supports Network Rail, the passenger and freight train operators and other organisations that purchase critical products and services in connection with GB Railways (collectively the ‘clients’) in their management of supply chain and asset maintenance risk. The robust system for the assessment and certification of rolling stock maintenance is recognised by the Office of Rail Regulation (ORR) and meets the requirements of the European Union Safety Directive. See www.risas.co.uk