Industry Standards Coordination Committee
Strategic Plan for Control Period 5, 2014 - 2019

Issue Two

Approved by the
Industry Standards Coordination Committee

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ISCC/006

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Issue record

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ISCC Strategic Plan – Goal

The strategic issues in this plan support ISCC’s strategic goal:

GB industry embraces standards as a ‘force for good’ in delivering the most cost-effective, efficient and compatible means of rail system delivery, whilst providing for a safe railway.

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1 Introduction

1.1 The Industry Standards Co-ordination Committee (ISCC) oversees cross-industry work on national and European standards. It is the senior governance group for Standards Committees and reports to the Board of RSSB.

1.2 ISCC’s remit includes a number of specific governance functions under the Railway Group Standards Code. It is also the forum in which the GB mainline railway industry considers strategic issues relating to standards.

1.3 There are several themes that are at the core of ISCC’s purpose. The core themes are examined in sections 2 and 3.

1.4 This is the second plan for Control Period 5 (CP5). The themes of Control Period 4 have been carried forward into CP5 with some rationalisation of the objectives.

1.5 It is anticipated that the strategic goal and strategic issues will remain unchanged for the whole of CP5, although these will be reviewed for each issue of the strategic plan.

1.6 Issue two of the strategic plan sets out the key activities for the second year of CP5. Issue two will be followed by further issues of the strategic plan, which will update the key activities for each year of CP5 including those activities that will span more than one year.

1.7 ISCC will seek endorsement of issue two of ISCC’s strategic plan for CP5, and the subsequent annual updates, from the Board of RSSB.

2 Objectives and key activities for Control Period 5

2.1.1 The objectives for CP5 are to:

   a) Produce a coherent and efficient suite of standards for the GB mainline railway that are aligned with European requirements.

   b) Improve decision taking on standards.

   c) Improve industry’s understanding of the European regulatory framework.

   d) Engage effectively with European and international institutions to influence the development of European-wide and international standards.

   e) Communicate with industry about standards so that industry is able to use standards efficiently, proposing changes to them where necessary.

2.1.2 In achieving these objectives, ISCC will be mindful of the development and implementation of the Fourth Railway Package.

2.1.3 Some of the key activities, for example changes in the number and nature of requirements in Railway Group Standards (RGSSs) due to the scope extension of Technical Specifications for Interoperability (key activity 01c), will continue over multiple years.
3 Strategic issues and key activities for 2015 - 2016

01 – Produce a coherent and efficient suite of standards for the GB mainline railway that are aligned with European requirements

Issue description
Industry would benefit from establishing the concept of having a suite of standards with a hierarchy of documents – Technical Specifications for Interoperability (TSIs), national technical rules, national safety rules, voluntary standards (for example, European standards (ENs) and Rail Industry Standards) and guidance as necessary – that are aligned with European requirements as set out in the directives on interoperability and safety.

What success would look like
Standards contain the minimum number of necessary requirements to provide a set of coherent documents, where any current gaps, duplication or perceived contradictions are resolved. The documents will be aligned with European directives on interoperability and safety.

Key activities for 2015 – 2016

a) Build on the work of 2014 – 2015 to implement a programme of work which ensures that RGSs contain either national technical rules or national safety rules only.

b) Continue with the work to examine in greater depth:
   i. To what extent the number of requirements in RGSs can be reduced by reference to the parameters in TSIs.
   ii. The opportunities to consolidate the content of company standards of infrastructure managers (IMs), railway undertakings (RUs) and entities in charge of maintenance (ECMs) into requirements in Rail Industry Standards (RISs), where this will support improvements in the cost-effectiveness and efficiency of the industry.

   The aim is to deal with issues at the highest possible level in order to simplify the standards system.

c) Develop proposals that examine the effect of the scope extension of TSIs:
   The scope extension of TSIs should lead to a reduction in the number of requirements in RGSs to only those that address specific cases, open points or requirements for compatibility of new, upgraded and renewed TSI-conform subsystems with existing, non-TSI conform subsystems. The requirements in RGSs will need to be examined and adjusted in a timely manner to address this issue. Requirements in RGSs that do not fill the above criteria could be transferred to RISs.

d) Sponsor research projects that support the development of fit-for-purpose requirements in European and domestic standards.
### 02 – Improve decision taking on standards

**Issue description**
Industry should take decisions about standards in a manner that ensures that standards promote a cost-effective, efficient and compatible means of rail system delivery, whilst providing for a safe railway.

**What success would look like**
An approach to decision taking on standards that ensures the economic benefits and all other relevant factors of delivering the rail system are incorporated appropriately when taking decisions on proposals, standards changes and deviations and when drafting standards and compiling impact assessments.

**Key activities for 2015 – 2016**

a) Support standards committee members on taking decisions on proposals and standards changes.

b) Provide guidance to standards committee members on taking decisions on applications to deviate from the requirements in RGSs.

### 03 – Improve industry’s understanding of the European regulatory framework

**Issue description**
Industry needs to understand the use of TSIs, national technical rules and national safety rules in authorisation for placing into service, checking technical compatibility and demonstrating safe integration, and their use in managing the operational railway system, in order to contribute to influencing the development of the European regulatory framework.

**What success would look like**
The industry is able to contribute to influencing the development of the European regulatory framework and improving the quality of European regulations.

**Key activities for 2015 – 2016**

a) Support the industry in developing their understanding of the use of TSIs and national rules in authorisation for placing into service, checking technical compatibility and demonstrating safe integration.

b) Support the industry, in particular IMs, RUs and ECMs, in developing their understanding of the use of TSIs and national rules in managing the operational railway system. This will be done in the context of the IMs’ RUs’ and ECMs’ safety management systems.

c) Monitor, and influence where possible, the proposals in the recast of the safety and interoperability directives to limit the circumstances for creating new national rules, and report on progress.

d) Monitor, and influence where possible, the development of the European regulatory framework, and report on progress. In particular, this will include the Fourth Railway Package.
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<th>04 – Engage effectively with European and international institutions to influence the development of European-wide and international standards.</th>
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<td><strong>Issue description</strong></td>
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<tr>
<td>Industry needs to engage effectively with European and international institutions in order to influence the development and content of European-wide and international standards.</td>
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<td><strong>What success would look like</strong></td>
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<td>ISCC is able to influence the development and improve the quality of European-wide and international standards, namely TSIs, ENs and International Standards Organisation (ISO) standards, on behalf of the GB rail industry.</td>
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<td><strong>Key activities for 2015 – 2016</strong></td>
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<td>a) To engage with the European Railway Agency (ERA) by developing and maintaining effective relationships with the various units of the ERA, including the economic evaluation unit. The relationships may either be direct or via the Member State / National Safety Authority, depending on the subject.</td>
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<td>b) Monitor the development of European and international standards and standards processes, and influence their content where necessary.</td>
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<th>05 – Communicate with industry about standards so that industry is able to use standards efficiently, proposing changes to them where necessary</th>
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<td><strong>Issue description</strong></td>
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<td>Improve industry’s understanding about the role of standards, how to use them, and how to provide feedback on their effectiveness.</td>
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<td><strong>What success would look like</strong></td>
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<td>GB industry has a well-developed understanding of the benefits that standards bring to the rail industry and how standards work.</td>
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<td>GB industry – individuals and groups at all levels of industry – provides Standards Committees and ISCC with useful and enthusiastic feedback and Standards Committees and ISCC act on that feedback.</td>
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<td><strong>Key activities for 2015 – 2016</strong></td>
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<td>a) Continue to progress the project to publish standards briefing materials to improve industry’s understanding of standards:</td>
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<td>i. Distribute the material and obtain feedback from users.</td>
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<td>ii. Standards Committees, ISCC and RSSB utilise the briefing materials to brief industry.</td>
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<td>b) Provide the mechanism for industry feedback on the content of RSSB’s website.</td>
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<td>c) Seek opportunities to engage with standards users to discuss topical issues on standards.</td>
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