



Rail Safety & Standards Board

# INFORMATION BULLETIN



## New Rail Industry Standard

The Plant Standards Committee has approved a new Rail Industry Standard concerned with the 'Engineering Acceptance of Possession Only Rail Vehicles' this month. This is the first of a new type of Standard.

One of the principles established by the Strategy for Standards Management is that 'only those parameters or processes that directly govern the ability of two (or more) duty holders to interface/co-operate with each other to the extent that harmonisation is required to deliver safety in the most economical way should be given the status of mandatory measures'. As the use of possession only rail vehicles is under the control of a single duty holder, Network Rail, it is recognised that there is a role for 'voluntary standards'.

The pace of technological development of road rail vehicles has been tremendous over the past twelve years, such that machines accepted against the first issue of GM/RT1300 bear little relation to today's requirements.

The drafting group therefore took the groundbreaking decision that acceptance to the standard should be limited to a maximum of seven years, and that this should retrospectively apply to all existing vehicles.

Seven years is also expected to be the end of useful working life of possession only rail vehicles, when the costs of the initial purchase have been fully depreciated – to use the vehicle beyond this time is likely to involve a heavy overhaul/life extension. It also brings Great Britain into line with European practice.

It was decided to send the proposed Issue 5 of GM/RT1300 out for industry comment. This was circulated to all the usual consultation recipients plus anyone else who had expressed an interest, which involved an additional sixty plus companies making this one of the most comprehensive consultation exercises ever for such a document. The comments received were incorporated into the document and then it was re-circulated as a draft Rail Industry Standard for further consideration. The overwhelming response was that the industry wanted RSSB to produce a standard for possession rail vehicles.

The new Rail Industry Standard will be published in April.

For more information contact **Mick James**, principal plant engineer on **020 7983 6759** or email [mick.james@rssb.co.uk](mailto:mick.james@rssb.co.uk).



## Standards News

### RSSB Standards Programme

A newly published RSSB Standards Programme gives visibility of all standards work that RSSB is currently undertaking. It provides an indication of Standards Committees' approval as well as an insight into anticipated standards changes in the future. For more details visit <http://www.rssb.co.uk/rgs.asp> or contact **Marie Marks, head of standards management** on **020 7904 7588** or email [marie.marks@rssb.co.uk](mailto:marie.marks@rssb.co.uk).

### Railway Group Standards Code

A new Railway Group Standards Code came into force on 1 February 2006. The Code is available on the RSSB website at <http://www.rssb.co.uk/rgsc.asp>.

The main changes include:

- Subject Committees and (TSI) Mirror Groups combined to form Standards Committees
- Creation of the Industry Standards Coordination Committee (ISCC) in place of the Standards Coordination Committee and UK Coordination Systems Group
- Formal introduction of a lead Standards Committee for each Railway Group Standard
- Targeted consultation to affected Stakeholders, supported by open access, web-based consultation for all other parties who wish to contribute
- Risk Scope Test amended to make the new strategy clear – that standards should only be mandatory at the interface between different types of duty holders.

For more details contact **Adam Milligan, acting head of standards assurance** on **020 7904 7629** or email [adam.milligan@rssb.co.uk](mailto:adam.milligan@rssb.co.uk).

### Standards Committees

As a result of the revised Railway Group Standards Code, RSSB is holding two, one-day workshops initially for the industry standards community on 20 and 27 March 2006 at Evergreen House in London. They will focus on and brief:

- The changes in the revised Railway Group Standards Code (RGSC)
- The amalgamation of Mirror Groups and Subject Committees into Standards Committees
- The effects of European legislation on GB Standards and
- The Strategy for Standards Management.

For more details contact **Adam Milligan, acting head of standards assurance** on **020 7904 7629** or email [adam.milligan@rssb.co.uk](mailto:adam.milligan@rssb.co.uk).

### GSM-R

A rapid response standard is proposed to facilitate the forthcoming trial of GSM-R technology in Strathclyde. It will be produced specifically for the trial recognising its Driver Only Operation (DOO) application.

For more details contact **Steve Roberts, head of new systems** on **020 7904 7483** or email [steve.roberts@rssb.co.uk](mailto:steve.roberts@rssb.co.uk).

Got an issue with a Railway Group Standard? Call the **RSSB Enquiry Desk** on **020 7904 7518** or email [enquirydesk@rssb.co.uk](mailto:enquirydesk@rssb.co.uk).

If that doesn't sort out the issue - let me know, **Anson Jack, director, standards**, on **020 7904 7703**.

## Safety Legislation Update

On behalf of the industry, RSSB monitors the progress of emerging health and safety legislation. Every three months, at the end of January, April, July and October, RSSB publishes the Safety Legislation Update (formerly the Safety Legislation Index). This tracks each new European directive, parliamentary bill or set of regulations that will affect the railway industry, from inception until it becomes law. The Update is available at <http://www.rssb.co.uk/sli.asp>. RSSB is currently assessing whether there is a demand for a printed hard copy of the Update. If you would like to receive the document in this format, please contact **Steve McKay, safety policy advisor** at [Stephen.mckay@rssb.co.uk](mailto:Stephen.mckay@rssb.co.uk).

## Strategic Safety Plan

For many years RSSB has produced an annual plan setting out the critical safety issues for rail and what the industry is doing about them. In 2005, the plan became the Strategic Safety Plan with a more strategic focus; from next year the plan will be published on a three yearly basis, updated as necessary each year. Work on the new plan has already begun, led by the cross-industry Safety Policy Group. The plan will be different from this year's in that it will draw together the commitments already made in the industry's individual company safety plan to formulate a set of 'trajectories'; these will describe the future (projected) safety performance improvement resulting from the industry's action in key safety areas. For further information please contact **Shamit Gaiger, acting head of safety policy** at [shamit.gaiger@rssb.co.uk](mailto:shamit.gaiger@rssb.co.uk).



## Events

Date	Name of event	Location
March 14 2006	Possessins Management Workshop	Lakeside Conference Centre, Birmingham
March 22 2006	Railway Crime Forum 2006	Aston Villa Football Club, Birmingham
June 4 - 8 2006	World Congress on Railway Research	Montreal, Canada
June 28 - 29 2006	Risk Management Forum 2006	Jubilee Campus, University of Nottingham
September 10 - 14 2006	9th International level crossing and trespass prevention symposium	Fairmont Queen Elizabeth Hotel, Montreal

If you would like to receive further information about these events please contact **Kerry Taylor, conference manager** on **020 7904 7934** or email [kerry.taylor@rspb.co.uk](mailto:kerry.taylor@rspb.co.uk).

## New Police Powers of Arrest to Combat Assaults on Rail Staff

New powers of arrest and interpretation agreements relating to prosecution decisions are expected to lead to significant improvements in the way both the police and the Crown Prosecution Service deal with assaults on rail staff.

From January 2006, the police will have enhanced powers of arrest and intend using them in a positive arrest policy for cases of assault on rail staff.

Police and the Crown Prosecution Service have also agreed that rail staff are in a vulnerable occupation due to their role in serving the public and, as such, deserve more protection when decisions are made on how to

deal with those who assault them. This makes it far more likely that offenders will be charged and prosecuted in the courts.

The Rail Personal Security Group (RPSG) is a cross-industry partnership set up to help co-ordinate the rail industry's efforts to improve personal security for staff and passengers. The group was established following Rail Safety and Standards Board (RSSB) research into incidents of violence towards rail staff and rail passengers.

One of the key aims of the RPSG is to help reduce violence towards rail staff by sharing good practice, promoting national initiatives and working with the police and judiciary to ensure prosecution and sentencing decisions act as a deterrent to others.

Prior to January 2006, police attending such an incident only had a power of arrest for common assault if it appeared to the officer that the service of a summons was impractical or where the alleged offender's correct name and address could not be ascertained at the time. This meant that many offenders were reported for summons and allowed to proceed rather than being arrested, leading to an increase in the time it took to bring a case to court and leaving victims feeling vulnerable and unsupported. From 1<sup>st</sup> January 2006, the Serious and Organised Crime and Police Act 2005 gives police the power to arrest for "any" criminal offence, subject to the officer having reasonable grounds to believe that the person's arrest is necessary. Due to the general conditions in which most assaults on staff occur, it is now far more likely that offenders will be arrested at the time unless there are good reasons for making the arrest unnecessary.

For more information contact **Alan Davies, project manager, national initiatives** on **020 7904 7964** or email [alan.davies@rspb.co.uk](mailto:alan.davies@rspb.co.uk) or **Peter Edwards, head of community safety support unit** by email at [peter.edwards@rspb.co.uk](mailto:peter.edwards@rspb.co.uk).

## Reduce Trespass at Stations

Despite concerted efforts by the rail industry to prevent them, an average of five deaths a week (including suicide) is connected to trespass and vandalism on the national rail network. Although there are many points of access to the network, platform end ramps may be seen as an easy route onto the tracks by trespassers, particularly youngsters who form a disproportionately large percentage of those killed while trespassing.

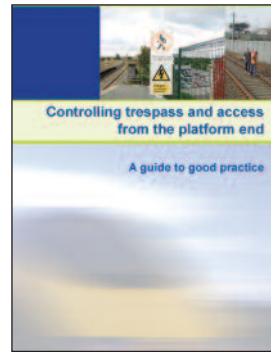
Platform-end trespass occurs widely across the network, with each location having its own set of attractions to trespassers. Examples include fare evasion, temptation to take risks, people in unfamiliar surroundings and people under the influence of alcohol or drugs. In turn, this information helps to ensure the best solution can be found to encourage people to change their behaviour.

The Rail Safety and Standards Board has produced a



guide to good practice entitled 'Controlling Trespass and Access from the Platform-end' in response to rail industry concerns. It aims to share the benefits of the many excellent initiatives in place on different parts of the rail network. It presents ways to identify potential solutions and can be used as a practical tool by managers and front-line staff keen to reduce trespass at their stations.

The information in the guide has been developed in



consultation with rail stakeholders and is based on detailed research into trespass incidents. It is structured around the research findings and presents solutions in the context of specific scenarios identified during the research project. The solutions can be linked easily to the Five Contemporary Crime Reduction Strategies, that is,

Enabling, Education, Engineering, Enforcement and Evaluation.

Copies of the guide are available from the **RSSB enquiry desk** on **020 7904 7518** or email **enquiries@rssb.co.uk**.

## Spotlight

In February 2005, the Rail Safety and Standards Board published "How safe is safe enough?" (HSISE) on behalf of the industry. An overview of how British railway companies take decisions that can affect safety. The safety decisions programme has been working since to further develop a coherent and consistent approach to taking decisions.

### Safety Decisions Programme Outputs

RSSB's Safety Decisions Programme brings together research, consultation and deliberation to find a way forward on all aspects of proper decision-taking that affect safety. Following output from research and industry consultation the programme is publishing two discussion papers for consultation that in turn will form How Safe is Safe Enough? version 2 in October 2006. Industry workshops will take place from March to June on the discussion papers.

If you would like more information on the above please contact **Shamit Gaiger** on **020 7904 7487** or email **shamit.gaiger@rssb.co.uk**.

### Valuing Safety

Published: Early February  
 Consultation ends: 31st March 2006  
 Workshops: February to March 2006

For more details contact George Bearfield, programme coordinator by e-mail [george.bearfield@rssb.co.uk](mailto:george.bearfield@rssb.co.uk).

A proper process for taking decisions that have an impact on safety must ensure that they are proportionate to risk and take into account the values of the people who are affected by them. Valuing Safety discusses potential ways to do this.

It express safety risk in a form that can be weighed against the net loss (sacrifice) needed for the preventative measures in order to find the point of balance. "Valuing safety" describes the process by which we measure the risk - quantitatively where possible, qualitatively where not.

Consultation commences early February and closes on the 31st March 2006. A number of workshops will be held to provide the opportunity to discuss the issues covered by Valuing Safety. One to one meetings and in house company briefings can be provided if required.

### Decision Taking Framework

Published: 28th February 2006  
 Consultation ends: 30th April 2006  
 Workshops: March to April 2006

For more details contact George Bearfield, programme coordinator by e-mail [george.bearfield@rssb.co.uk](mailto:george.bearfield@rssb.co.uk).

Almost every decision that rail companies take has an impact on safety. A systematic procedure for taking those decisions helps to ensure that decisions are rational (taken for reasons, not arbitrary), equitable (giving due regard to the interests of everyone who is affected) and defensible (able to be explained if challenged). The decision taking framework discussion document sets out a process for doing this. It is not a mechanistic recipe; rather it suggests the stages that the decision taker might choose to follow and identifies the issues that need to be taken into account at each stage.

The discussion document was published in February 2006 and comments are invited by the 30th April 2006. Again, a number of workshops will be held to provide the opportunity to discuss the issues covered by the discussion document. One to one meetings and in house company briefings can be provided if required.