



Rail Safety & Standards Board

# INFORMATION BULLETIN

## Medical Standards

Rail Safety and Standards Board's (RSSB's) medical adviser on standards matters, is drafting some guidance on drugs and alcohol, which is designed to help Railway Group members understand and meet legal requirements. In particular, the guidance will support decisions on choosing suppliers of testing and screening services and the different methods of testing available. There will also be guidance on dealing with cases where a positive result of drugs screening could arise from prescribed medicine that the person omitted to declare before the sample was taken.

At the same time, the Traffic Operations and Management team is reviewing the Railway Group Standards on alcohol and drugs, GE/RT8070 as part of the on-going Strategy for Standards Management. Publication of guidance will be timed to occur when changes to the standard are implemented.

As part of the work done for the Strategy for Standards Management, a number of medical fitness requirements have been identified as being the responsibility of each duty holder to define and implement, under their statutory obligations under Health and Safety at Work legislation. Some medical fitness standards will be mandated within Railway Group Standards, particularly those which relate to drivers' ability to see signals. The application of other fitness standards by some companies has been challenged under Disability Discrimination law and the work now in progress will reduce the likelihood of this occurring in future.

Guidance notes will be published on medical issues that could affect safety critical work performance, such as diabetes and coronary disease. The objective is to enable railway companies and their medical advisers to make risk-based decisions in individual cases. Hearing aids and varifocal lenses will also be included. Generally, the guidance will be published at the same time as standards changes take effect, though some may be published earlier where there is a specific industry need for it.

The guidance notes will be circulated to industry parties before publication through the standards consultation processes. RSSB's medical advisor is leading a small group of other experienced railway medical professionals to put each guidance note together, drawing on nationally recognised specialists in specific medical disciplines where necessary.

For more details contact **Richard Evans, head of standards delivery, traffic operation and management** on **020 7904 7633** or email **richard.evans@rssb.co.uk**

## Kelvedon Formal Inquiry Report and Recommendations

RSSB has published the formal inquiry report into the circumstances that led to a track worker being struck by an object that came loose from the 1330 hrs Norwich to London Liverpool Street train at Kelvedon, Essex, on 4 October 2005.

The formal inquiry was convened under independent chairmanship and included representatives on the panel from the involved parties. As with all such inquiries the panel's task was to establish the immediate and underlying causes of the accident and make recommendations to prevent or reduce the risk of recurrence.

The track worker suffered severe injuries as a result of a metal transmission link pin plug from locomotive 90015 hitting him on his head. This plug became detached as the locomotive passed the group of track workers who were in a position of safety at the side of the track.

A summary including recommendations can be found at **[www.rssb.co.uk/formal\\_2006r.asp](http://www.rssb.co.uk/formal_2006r.asp)**

For more details contact **Steve Burrows, inquiries manager** on **020 7904 7721** or email **steve.burrows@rssb.co.uk**



## Standards News

### GSM-R

The National GSM-R Voice Programme is a cross industry programme led by Network Rail to replace the existing signaller/driver communication systems namely National Radio Network (NRN), Cab Secure Radio (CSR) and Strathclyde Manning Agreement (SMA). GSM-R is a modern European specified, digital radio system that has increased functionality over the existing radio systems.

RSSB is contributing to the National Programme by using its standards setting expertise in the areas of Traffic Operation and Management (including Human Factors) and Command Control and Signalling. This includes adopting the Operational Concept for GSM-R and publishing it as a relevant strategy on behalf of the industry.

The next issue of Information Bulletin will contain a report of the GSM-R briefings currently taking place around the country.

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

### Yellow Book developments

The governance arrangements for the Yellow Book have recently been confirmed to enable further development under the RSSB umbrella. A protocol and remit have now been agreed between members of the Yellow Book steering group and RSSB.

As a result RSSB will shortly be inviting its members to nominate representatives onto the Yellow Book Steering Group.

RSSB has secured a future for the Yellow Book and confirmed the role of the steering group in support of industry operations.

For more details contact **Richard Barrow, control, command and signalling engineer** on **020 7904 6746** or email **richard.barrow@rssb.co.uk**

#### What is Yellow Book?

*The Yellow Book is a good practice handbook written for people who use their judgement to take or review decisions that affect engineering safety management on the railway.*

### Discussion Paper on Signing Differential Speeds

At present, the number of different speeds that can be allowed on a single section of track is limited by line side signing, and as a result, some trains are restricted in their ability to exploit their own characteristics.

An industry discussion paper has recently been issued for consultation entitled 'Proposal to Define Train Categories for the Purpose of Signing Differential Speeds for Permanent Speed Restrictions'.

The paper is intended to progress the debate on how to categorise the various types of trains operating on the network today and starts by setting out proposed rules for the categorisation of future trains. Industry responses are due in March and nominations have been requested for an industry group to consider the responses.

RSSB is leading this debate to help the industry exploit its current capability.

For more details contact **Anne Blakeney, senior project manager (INS & RST)** on **020 7904 7707** or email **anne.blakeney@rssb.co.uk**

### Systems Interface Committees management

RSSB has the responsibility to provide support to Systems Interface Committees (SICs) in the areas of project management, meetings management, technical expertise and Research and Development.

A review has been conducted into the way that RSSB provides this support and concluded that the principal support for each SIC should be provided through the relevant RSSB 'delivery unit'. Therefore:

Vehicle-Track, Vehicle-Gauging and Vehicle-Vehicle will become the responsibility of the Infrastructure and Rolling Stock Delivery Unit; and

Vehicle-Train Control, Vehicle-Traction Supply and Vehicle-Communications will become the responsibility of the Control Command & Signalling and Energy Delivery Unit.

In addition, the Standards Assurance department will be renamed the Systems Coordination department and will provide the coordination function for Systems Interface Committees

RSSB is organising itself to deliver the SIC needs efficiently.

For more details contact **Anson Jack, director, standards** on **020 7904 7703** or email **anson.jack@rssb.co.uk**

#### What are SICs?

*The role of System Interface Committees (SICs) is to assist the railway industry to manage all aspects of identified system interfaces in the most cost effective and efficient way. For a specific interface issue the SIC will determine solutions based on sound technical and economic evaluation and identify which is in the best interest of the industry as a whole.*

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

If that doesn't sort out the issue please contact **Anson Jack, director, standards** on **020 7904 7703**.



## Sustainable Development in the Rail Industry



Diag 1 - Key Sustainable Development issues for Rail (Based on the 3-level model analysis)

Rail is seen as one of the most sustainable forms of transport, yet it does not capitalise on the opportunity that this position presents. In discussion with industry and government stakeholders, RSSB has commissioned and now published a study into the business case for sustainable rail, which explores the issues raised by sustainability for the railway and how the industry can respond to them. The areas under consideration include cost, modal shift/integrated transport, safety, accessibility, air quality, climate change, material use, noise, and diffuse pollution.

The study observes that rail travel is widely accepted as having the potential to play a key role in sustainable mobility. This is based on rail's lower environmental impact compared with both road and air, and the history

of financial support from successive governments because of rail's social inclusivity. Two further key advantages of rail are the lower carbon dioxide emission per freight tonne and per passenger kilometre, and the contribution the rail network makes to managing road congestion. What is less widely understood is that this position is not automatic and unassailable. As other modes become more efficient in response to market forces, the rail industry, within its artificial market system, is not making the same progress in some areas.

Building on this work, RSSB organised a 'Sustainability Masterclass' in early March for senior figures from industry and government. The Masterclass was presented by Jonathon Porritt, who is the Director of Forum for the Future and Chairman of the government's Sustainable Development Commission. At this Masterclass it became clear that there is a general will at senior levels in government and industry to drive improvements in rail's sustainability. RSSB is continuing to work in support of stakeholders to coordinate activities at industry level and to carry out the necessary analysis and research.

For more details contact **Alan Penter, head of management research** on **020 7554 4602** or email **alan.penter@rssb.co.uk**

## Events

Date	Name of event	Location
June 4 - 8 2006	World Congress on Railway Research	Montreal, Canada
June 28 - 29 2006	Risk Management Forum 2006	Jubilee Campus, University of Nottingham
10 - 14 September 2006	9th International Level Crossing and Trespass Prevention Symposium	Fairmont Queen Elizabeth Hotel, Montreal

If you would like to receive further information about any of these events please contact **Kerry Taylor, conference manager** on **020 7904 7934** or email **kerry.taylor@rssb.co.uk**



## RSSB Plans for the Future

RSSB has published its first Business Plan for 2006 to 2009 during which time the Company will be funded by its members. The Plan approved by RSSB members in February 2006 captures recommendations from a joint industry steering group, the report from which was published by the Office of Rail Regulation on the future of the Company that confirms RSSB's role within the industry.

The Plan outlines the situation with regard to all current activities undertaken on behalf of the industry, how these activities will be managed over the next three years and at what cost.

There can never be zero risk and RSSB's work is about helping the industry to consistently achieve a tolerable level of risk, reduce its costs and improve performance. In an industry with multiple stakeholders RSSB does this by building consensus and facilitating the resolution of difficult cross industry issues. RSSB provides knowledge, analysis, a substantial level of technical expertise and powerful information and risk management tools and delivers this unique mix to the industry across a whole range of subject areas.

The business plan can be downloaded from the RSSB website ([www.rssb.co.uk](http://www.rssb.co.uk)).

For more details on RSSB's plans contact **Elizabeth Fleming, head of business operations** on **020 7904 7568** or email [elizabeth.fleming@rssb.co.uk](mailto:elizabeth.fleming@rssb.co.uk)

mandates its use so that all data is accessible to Railway Group members in order that they can use the information to analyse risk, predict trends and focus activities on major areas of safety concern.

The package of enhancements due for implementation in Autumn 2006 will incorporate a number of requested changes to enable improved data collection and analysis, leading to improvements in the management of safety throughout Britain's rail network.

The changes will involve:

- Better reporting and analysis of irregular working events (those in breach of the Rule Book).
- Working closely with Railway Businesses to tailor SMIS output reporting to meet company specific reporting requirement and to improve connectivity.
- Improve the reporting rules engine to incorporate Her Majesty's Railway Inspectorate and the Rail Accident Investigation Branch and to allow for quicker adoption of future statutory changes.
- Upgrade to Crystal X1 to enable continued support of the product.
- Streamlined levels to the SMIS cause module to assist in the meaningful analysis of the underlying reasons why safety events occur.
- Simplified tracking model to monitor and record recommendations arising from Formal Inquiries
- Data matching for Signals Passed At Danger to the Railway Group Standard GE/RT3252.

The enhancements will be fully tested during the summer by a user interface-working group from across the network prior to installation in a 'live' environment in September 2006.

For more details contact **Jeff Brewer, SMIS business manager** on **020 7904 7509** or email [jeff.brewer@rssb.co.uk](mailto:jeff.brewer@rssb.co.uk)

## Spotlight

### Safety Management Information System (SMIS)

In February 2006 approval was given to proceed with the upgrading of the rail industry's Safety Management Information System (SMIS) managed by RSSB under a project entitled SMIS 7.

SMIS is a national IT system used by all Railway Group members to record all safety related events that occur on Network Rail controlled infrastructure. Legislation

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