



*RSSB would like to wish everyone a Happy Christmas in 2008 and good wishes for the New Year and to say that, as in previous years, we will be making a donation to charity instead of sending industry Christmas cards. Our charity in 2008 will be Cancer Research UK and the donation will help it to continue its research into preventing and treating cancer.*

## Headlines

**RGSONline – New site ‘live’ on 6 December**

**Publication of GE/RT8070 and GE/GN8570 Drugs and Alcohol**

**Management of National Technical Rules**

**System Interface Committees**

**Human Factors Good Practice Guide**

**Workforce Development Industry Briefings**

**Safety Risk Model Version 6 coming soon**

**London Overground tackles pantograph changeover**

**RSSB and Passenger Focus support ATOC on Station Travel Plan research**

**Strategic Board Papers**

**RSSB Events**

Managing Standards to deliver co-operation at interfaces

**RGSONline – New site ‘live’ on 6 December**

As detailed in the last issue of Information Bulletin RGSONline was launched as a test site on 13 October 2008 and so far has been well-received by our stakeholders with some valuable positive feedback - as well as some possibilities for future development.

The test site will transfer to a live site and replace the current version of RGSONline on 6 December 2008. If you have not yet managed to explore the test site please

feel free to visit it by following the link available on the current RGSONline website ([www.rgsonline.co.uk](http://www.rgsonline.co.uk)).

Your views are important to us and any feedback relating to the site should be forwarded to **Joanne Trousdale** ([joanne.trousdale@rssb.co.uk](mailto:joanne.trousdale@rssb.co.uk)).

**Publication of GE/RT8070 and GE/GN8570 Drugs and Alcohol**

The use of drugs and alcohol can have serious consequences for the railway industry. All companies have to have policies to address this issue to ensure compliance with legal requirements.

The content of GE/RT8070 has been revised according to the Strategy for Standards Management (SSM), which defines criteria for retention of mandatory measures. As a result, only three measures remain as mandatory: definition of a positive result, the accreditation of laboratories and “for cause” testing. These revised measures will be proposed to the Department for Transport for notification as National Technical Rules to the European Commission.

GE/GN8570 has been developed to give guidance to stakeholders on how to meet the requirements of the Transport and Works Act 1992 and also how to comply with GE/RT8070.

The final drafts were approved by Traffic Operations and Management Standards Committee (TOM SC) on 14 October 2008, following industry consultation. This was the result of extensive work led by RSSB, with contributions from TOM SC members, the Association of Train Operating Companies, together with medical and legal advisers.

The documents will be published in the December catalogue and on RGSONline, coming into force in February 2009.

For further information please contact **Alan Jones, operations specialist** on **020 7904 7635** or e-mail [alan.l.jones@rssb.co.uk](mailto:alan.l.jones@rssb.co.uk)

**Management of National Technical Rules**

National Technical Rules (NTRs) are those rules (standards) which the Interoperability Directives require each Member State to notify in the absence of Technical Specifications for Interoperability (TSIs).

# Information bulletin

The purpose of the notified NTRs is to fill in gaps within the interoperability suite of TSIs to ensure that the essential requirements as specified in the Interoperability Directives are met.

RSSB has developed an industry approved briefing paper that describes the process for managing the identification and industry approval of NTRs for the GB mainline railway. This paper and a document template to be used by each contracting entity to describe its project specific technical rules are available on RSSB's website - <http://www.rssb.co.uk/europe/ntr.asp>.

Following approval by the relevant Standards Committees and the Industry Standards Coordination Committee, RSSB has proposed to the Department for Transport the clauses from Railway Group Standards which should be notified to the European Commission as NTRs for the GB mainline railway. The Department for Transport is in the process of notifying these NTRs to the European Commission and will publish them on its website in due course.

For further information on NTRs, please contact **Adam Milligan, head of systems coordination** on **020 7904 7629** or email [adam.milligan@rssb.co.uk](mailto:adam.milligan@rssb.co.uk)

## Support to cross-industry technical work

### System Interface Committees

System Interface Committees (SICs) are cross-industry groups that assist the railway industry to manage significant 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 and make recommendations to the relevant body or industry members.

RSSB provides administrative and technical support to the SICs, as well as delivering the research and development which they request on the industry's behalf.

The Vehicle / Structure (V/S) SIC provides a focus for the interface between vehicles and the fixed infrastructure in the areas of physical clearance (gauging) and vehicle loading (route availability). This SIC is chaired by Tim Gilbert, and has representatives from Network Rail, Department for Transport, Association of Train Operating Companies, Office of Rail Regulation, rolling stock companies, freight operating companies, suppliers and RSSB.

The Autumn 2008 V/S SIC bulletin provides an update on the work of the V/S SIC, including current research work on:

- The effect of vehicle tolerances on gauging
- Cost benefit analysis of a 1115mm height platform
- Investigation of the feasibility of increasing track radii where platforms are located on curve radius less than 200m

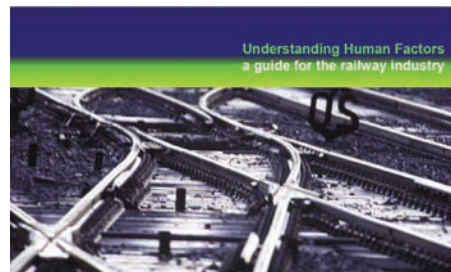
The bulletin also highlights important developments with:

- Double deck rolling stock
- Capacity related information systems
- New gauge standards and gauging guidance

The V/S SIC bulletin can be found at [http://www.rssb.co.uk/sysint/sic/vs\\_sic.asp](http://www.rssb.co.uk/sysint/sic/vs_sic.asp). For further information on the V/S SIC, please contact **Nagina Webb, stakeholder support manager (SIC)** on **020 7904 7968** or email [nagina.webb@rssb.co.uk](mailto:nagina.webb@rssb.co.uk)

## Facilitation of system co-operation between members

### Human Factors Good Practice Guide



This guide has been created for designers, suppliers, managers, supervisors, trainers, investigators, and health and safety staff who work in the railway industry.

Its main aim is to answer the question 'what practical advice can a human factors approach offer to railway staff without requiring them to be experts in the subject?' The answers are in sufficient detail to show what a human factors approach involves, why it's important, and what managers can do. The guide is full of railway examples to assist understanding.

The guide will help railway professionals, conduct more frequent and more informed discussions with human factors colleagues. The guide will also be of interest to front-line staff who would like to know how some of the decisions that affect their working lives should be made.

To view or download the document, see the RSSB website at [http://www.rssb.co.uk/pdf/Guide\\_Jun\\_08\\_screen\\_version.pdf](http://www.rssb.co.uk/pdf/Guide_Jun_08_screen_version.pdf)

## Workforce Development Industry Briefings

In October, RSSB, held two Industry Briefing Days on Workforce Development - in York and London. As part of RSSB's aim to build industry-wide consensus and share good practice, these events gave the opportunity for Operations, Human Resources and Learning and Development Specialists from across the industry to come together and find out more about RSSB activities and research in this area.

Speakers from RSSB, GoSkills, Network Rail and the European Rail Agency gave insights into their latest developments, while workshops explored the topics of risk-based training, competence-based training needs analyses and the use of simulators for assessment. There was also an opportunity to brief stakeholders on RSSB research in the Workforce Development area, with presentations on two recently completed (and soon to be published) projects on Adult Learning, T441 and T589, as well as an opportunity for delegates to put forward ideas for future research.

The events also saw the re-launch of the RSSB Workforce Development extranet, a collaborative tool accessible from the RSSB website, enabling users to view a diary of workforce development activities and meetings, share contact details, view minutes and papers of meetings they have attended and contribute to industry-wide discussion forums.

Further information regarding the work of RSSB in the area of Workforce Development can be found at: [http://www.rssb.co.uk/expertise/workforce\\_development/index.asp](http://www.rssb.co.uk/expertise/workforce_development/index.asp). Anyone interesting in accessing the extranet should call **020 7904 7255** or email [extranet.administrator@rssb.co.uk](mailto:extranet.administrator@rssb.co.uk)

## Information, analysis and reporting

### Safety Risk Model Version 6 coming soon

The Safety Risk Model (SRM) is a risk management tool for industry stakeholders, used to quantify the significant causes and consequences associated with each of 125 identified hazardous events resulting from the operation and maintenance of the UK rail network. This enables users to identify key areas of risk associated with their operations and to prioritise their investment in safety, using a justifiable risk based approach.

Risk estimates provided in Version 6 of the Safety Risk Model (SRM) will provide the baseline against which to compare safety performance through control period 4 (April 2009 to March 2014).

The updated model will be released in April 2009 and will use data up to the end of September 2008.

The DfT intends to use the SRM as the primary means of measuring the performance of the industry against the High Level Output Specification (HLOS) safety metrics, rather than using a measure of safety performance based on accident statistics.

Version 6 of the model will incorporate a number of modelling changes, which were proposed and supported by the SRM Practitioners Working Group, a group comprising of expert industry users of the model. Key updates to Version 6 of the model include:

- Refined analysis of level crossing risk, which better aligns the SRM with the All Level Crossing Risk Model (which was jointly developed by RSSB and Network Rail)
- Clearer separation of the risks occurring inside possessions.
- Refined modelling of the risk from high speed train derailments

Following the update of the SRM, the 'templates' are also to be updated. The templates are currently being restructured to improve the ease with which they can be used by our members to support their own company risk assessments. Guidance note GE/GN8561 which describes this risk assessment process is also being updated as guidance to clarify how this process can support the requirement to undertake 'suitable and sufficient' risk assessment under the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS).

For more information about the SRM or for further information and help please contact **George Bearfield, safety risk assessment manager** on **020 7904 7502** or email [george.bearfield@rssb.co.uk](mailto:george.bearfield@rssb.co.uk)

## Research and Development Services in support of industry

### London Overground tackles pantograph changeover

Due to some routes being a combination of both AC and DC power, some train operating companies (TOCs) using dual-voltage rolling stock require drivers to raise or lower the pantograph at changeover locations. Failure to undertake this task can result in an incident with consequences for performance and safety. In particular, failure to lower the pantograph can mean it



then strikes an overhead structure or become damaged or even completely detached. A combination of task, environmental and driver factors are influential in these cases. Amongst the TOCs facing this issue, London Overground Rail Operations Ltd (LOROL) is most affected due to the relatively high number of different changeover locations on its routes.

At LOROL's request, RSSB investigated the issue, supplying technical expertise in human factors analysis to identify and understand the errors associated with failing to raise or lower the pantograph at changeover locations and to provide advice on what mitigations are likely to be most effective.

Incidents were not isolated to one particular changeover location or type of error. These have a range of potential causes including, for example, inadequate route knowledge or distraction. Additional risk factors for pantograph incidents include changes to operations (eg a change to the stopping schedule) and changes to the environment such as inclement weather. As for all incidents, other human factors can increase the likelihood of errors, for instance fatigue, stress or inattention.

A range of possible solutions identified by LOROL was considered in light of the investigation. Additional measures were suggested to raise awareness of the issue amongst drivers and a list of potential short, medium and longer term actions to combat the problem was drawn up. These ranged from increasing the conspicuity of the signs to in-cab reminders such as flip cards or an improved audible alarm. For more information contact **Toni Luke, senior human factors specialist** by email at [toni.luke@rssb.co.uk](mailto:toni.luke@rssb.co.uk)

## RSSB and Passenger Focus support ATOC on Station Travel Plan research



Rail provides society with a form of transport which generally has a lower environmental impact in comparison to car and plane. But what about the transport options for getting from starting point to the station, and from the station to the desired destination? Increasing demand for rail travel has led to a similar increase in demand for car parking at stations and its provision fared poorly in the Spring 2007 National Passenger Survey, achieving a 46% satisfaction score. Train operating companies (TOCs) and Network Rail are constantly looking to increase car parking capacity, but often it is simply impossible to create enough parking places to meet demand. Further, in some cases local authorities refuse planning permission for a bigger car park particularly if seeking to combat traffic congestion and the overall environmental impact of car use.

In response, the Association of Train Operating Companies (ATOC) has initiated a research project into station travel plans (STPs) that seeks to produce a package of environmentally positive access options – for example, walking, cycling and other forms of public transport - for people travelling to and from train stations. Station travel plans were also highlighted in the White Paper – Delivering a Sustainable Railway, following proposals from the Campaign for Better Transport (then Transport 2000). Indicators of success for the project include increased patronage on the rail network from current non-users, modal shift away from cars, and reduced traffic congestion. Following the selection of 24 pilot schemes, the project is now at Stage 2, Research and Planning, which Passenger Focus and RSSB are supporting.

The objectives of Stage 2 are to produce a costed research strategy for the STPs, including development of a baseline for their evaluation, and to provide support to the station pilots themselves in developing their travel plan measures. RSSB is providing significant funding and technical expertise in sustainable development to support the work. For more information contact **Rachel King, sustainable development specialist**, [rachel.king@rssb.co.uk](mailto:rachel.king@rssb.co.uk), or look at [www.stationtravelplans.com](http://www.stationtravelplans.com).

## Member Support Services

### Strategic Board Papers

The RSSB Board's Strategic Board papers contain intelligence and analysis covering a range of topics on which RSSB can help the industry and are published after each board meeting. Taken together they constitute a review of the overall arrangements for the industry to cooperate in the management of safety risk. Some of the recent papers include Long Term Rail Strategy and Operations Focus Group Stewardship. To find out more, go to the RSSB website at: [http://www.rssb.co.uk/publications/board\\_discussion/index.asp](http://www.rssb.co.uk/publications/board_discussion/index.asp)

### Events

Date	Name of event	Location
27 Jan 2009	Freedom to Train	London
3-5 March 2009	3rd International conference on Rail Human Factors	Lille, France
18 March 2009	2009 Railway Community Safety Forum	Birmingham
23-24 June 2009	2009 Risk Management Forum	Nottingham

For more information on these RSSB organised events, please contact **Stella Okezie, conference manager** on **020 7904 7934** or email [stella.okezie@rssb.co.uk](mailto:stella.okezie@rssb.co.uk).