



Rail Safety & Standards Board

INFORMATION BULLETIN

Gwyneth Dunwoody speaks at RSSB-organised community safety forum



Rail industry leaders from a broad spectrum of stakeholders including Network Rail, train and freight operating companies, came together with the police and other agencies at the annual Railway Community Safety Forum on 19 March organised by RSSB.

The purpose was to review progress on how partnerships are working and to identify further ways to tackle the problems of crime and anti-social behaviour on the railway. This approach was warmly welcomed by the chair of the Transport Select Committee, Gwyneth Dunwoody MP, who gave the Keynote Address.

The event, at the National Motorcycle Museum in Birmingham, combined a mix of workshops and presentations as well as a comprehensive exhibition to showcase the wide range of initiatives and activities the rail industry is investing in, to encourage community safety practitioners to share good practice.

Specifically the conference addressed key issues such as:

- The industry's "architecture" for efficient partnerships
- The Government's approach to public anti-social behaviour in society
- How to better evaluate community safety initiatives
- How a successful prosecution is initiated and undertaken following a staff assault
- Ideas for reducing the level of suicides



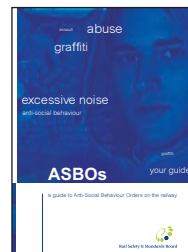
The event demonstrated that collectively, the industry is working together constructively, both in tried-and-tested partnerships with British Transport Police and in emerging collaborations with non-rail

bodies such as educational authorities and local councils to focus on the wider, complex underlying issues that are behind the effects seen on the railway.

As chairman of the Community Safety Forum, I sat with Gwyneth before the start and shared a cup of tea and a laugh with her. It is therefore with sincere sadness that we heard that MP Gwyneth Dunwoody passed away after a short illness, just as this issue was going to press. She was a formidable lady who was passionate about the railways and about getting a just result. We shall all miss her a great deal. Len Porter CEO RSSB

For more information on developments in this area, contact the community safety programme managers, **Kerry Dolan**, kerry.dolan@rssb.co.uk, or **Alan Davies**, alan.davies@rssb.co.uk.

RSSB publishes new ASBOs Guide



A new guide for railway companies explaining measures to combat anti-social behaviour was launched at Railway Community Safety Forum on 19 March – **A guide to Anti-Social Behaviour Orders (ASBOs) on the railway**. The guide, produced by RSSB on behalf of the Rail Personal

Security Group (RPSG) is based on guidance from the Home Office.

Anti-social behaviour is defined in the Crime and Disorder Act 1998, as, "behaviour that causes or is likely to cause harassment, alarm or distress to one or more people who are not in the same household as the perpetrator."

Such behaviour can include: abusive and intimidating language, excessive noise (including music), threatening behaviour, drunken behaviour and begging in addition to a range of criminal activities such as throwing missiles, assault, vandalism, graffiti and drug dealing.

ASBOs are civil orders to protect the public. ASBOs are not criminal sentences, but intended to cut out anti-social behaviour by prohibiting the offender from carrying out acts or entering areas defined in the order.

The guide is available in hard copy – email enquires@rssb.co.uk or tel **020 7904 7518**, and shortly it will be available to download from the website at www.rssb.co.uk

For more information contact **Alan Davies**, programme manager, community safety at alan.davies@rssb.co.uk.



Standards News

New Railway Group Standards Code approved by the Office of Rail Regulation

Issue three of the Railway Group Standards Code (the Code) was approved by the Office of Rail Regulation on 14 March 2008.

The new Code is simpler, clearer and (we hope) easier to understand than the current document. In addition, Issue three brings the Code into full alignment with the regulatory framework within which the railway operates, as defined by the Railways (Interoperability) Regulations 2006 and the Railways and Other Guided Transport Systems (Safety) Regulations 2006.

The purpose of the Code is to define the procedures by which RSSB and the members of RSSB co-operate to create, revise or withdraw Railway Group Standards (RGSs) and manage deviations from them, to monitor the effectiveness of RGSs, and the role of RSSB in authorising RGSs.

A new Standards Manual has been written to supplement the Code by defining those elements of the cross industry management of RGSs and associated documents which are not subject to formal approval by the Office of Rail Regulation.

The revised Code and new Standards Manual will come into force on 07 June 2008, allowing time for changes to the processes and forms used to manage changes to Railway Group Standards and for briefing of all Standards Committee members and RSSB staff involved in delivering RGSs prior to the change taking place.

A copy of issue three of the Code and issue one of the Standards Manual, together with a summary of the amendments made from issue two of the Code, may be downloaded from the RSSB website at: <http://www.rssb.co.uk/rgs/rgsc.asp>.

If you have any questions regarding the Code, please contact **Adam Milligan, head of systems coordination**, on **020 7904 7629** or adam.milligan@rssb.co.uk

Railway Group Standards Catalogue – April 2008 Issue 2

April 2008, Issue 2 of the RGS Catalogue was published on 5 April 2008.

This issue sees a large number of changes including:

- 4 new standards;
- 3 withdrawn standards; and
- 15 new Rule Book Modules.

These documents can be found on RGSONline (www.rgsonline.co.uk) and will appear in April's version of the RGS Catalogue.

For more details on these changes to standards, please refer to the 'What's New' and 'Briefing Note' sections in www.rgsonline.co.uk or contact **Marie Marks, head of standards management** on **020 7904 7588** or email marie.marks@rssb.co.uk

RGSONline Website

RGSONline is the website providing free access to all current (and many withdrawn) Railway Group Standards, Railway Approved Codes of Practice (RACOPs), Guidance Notes (GNs) and Railway Industry Standards (RISs).

RSSB has continued to develop an upgrade of the site and this will give a fresh look and feel to its presentation. It is expected that a trial of the new site will be launched in the next couple of months, with the new site to go live during 2008.

The Yellow Book

Yellow Book Steering Group is seeking feedback from across the rail industry about Issue 4 of Engineering Safety Management (The Yellow Book), which was published in August 2007. If you have an opinion about the Yellow Book, whether you use it or not, please spend a few minutes to complete the Yellow Book Feedback Questionnaire, which can be found by clicking on the link at the top of the Yellow Book website contents page www.yellowbook-rail.org.uk/site/contents.html.

TSI Status Summary Chart

Since the enactment in UK legislation of the European directives on safety and interoperability, the European standards regime – based on Technical Specifications for Interoperability (TSIs) – has become increasingly important for the GB mainline railway. Once a TSI is in force it is effectively law in the UK, so it is vital that TSIs are fit for purpose in this country. RSSB supports the industry in working with TSIs, in two main ways:

- Understanding the complexities of European legislation and achieving clarity about how to work with TSIs.
- Coordinating input to the development of TSIs themselves.

As part of this work, RSSB has developed a TSI Status Summary chart that lists all of the High Speed and Conventional TSIs that have been introduced or are under development, together with the current status of each TSI and, where available, links to the text of the TSI and the associated national technical rules that have been notified in support of each TSI. This chart is available from <http://www.rssb.co.uk/europe/tsi.asp>.

Please note that information contained on this chart is as understood by RSSB and does not have any official status. RSSB makes every effort to keep the summary chart up to date, but we rely, in part, on information from the industry and government to enable us to do this. Should you notice anything that requires amendment please contact **Taela Walters, standards information manager** on **020 7904 7592** or email taela.walters@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



New RSSB Workforce Development Website

Following industry requests for greater ease of access to RSSB's Workforce Development activities, RSSB has set up a Workforce Development section on the RSSB website, see

http://www.rssb.co.uk/expertise/workforce_development/index.asp.

The section introduces the team and shows an overview of RSSB's activities with links to the R&D projects. There is also a area on Industry secondments which form a vital part of RSSB's activity, especially in the development and review of Good Practice Guides on Training, Simulation and Assessment, RS/ 220, RS/ 221, RS/ 501, RS/ 701 and RS/ 702.

RSSB has established an Extranet for Workforce development and training specialists in the industry where there is a series of folders to enable access to relevant documentation, minutes and reports. Anyone who wishes to join should contact **Taela Walters** on **020 7904 7592** or email taela.walters@rssb.co.uk

For further details please contact **Lesley Hodsdon**, senior workforce development specialist on **0207 904 7969** or email lesley.hodsdon@rssb.co.uk

Secondment to Workforce Development Research

RSSB is looking to second an industry specialist to act as a Technical Advisor to the Workforce Development and Competence Research programme. The position will be part of the Workforce Development team within Traffic Operations and Management Standards Delivery Unit and will begin in spring 2008 for a maximum of 12 months.

This role liaises with internal and external stakeholders in the area of workforce development and will be responsible for ensuring that there is effective stakeholder involvement with R&D in this area. Within the role there are two specific work packages and the opportunity to review existing good practice guides, including;

- Adult learning review
- Training Innovation study

The position will be supported by the RSSB R&D programme and be based at RSSB's offices, 160 Euston Road, London NW1. It will also require travel on occasions to visit and brief stakeholders. RSSB encourages its members to consider nominations for this secondment, which can be a valuable contributor to individuals and parent company development.

For further details please contact **Roger Luckins**, workforce development specialist on mobile **07825 257 653** or email roger.luckins@rssb.co.uk

Latest Safety Management Information System upgrade (SMIS 7.1)

The Safety Management Information System (SMIS) is the industry's national IT safety recording system. It is used by all duty holders to record all safety related accidents and incidents that occur on Network Rail managed infrastructure. This assists the industry in analysing risk, predicting trends and focussing on major areas of safety concern.

As part of RSSB's on-going commitment to help the industry with recording safety related data, a significant SMIS upgrade has recently been undertaken. The upgrade, which is known as SMIS 7.1, consists of 14 enhancements.

A summary of these new benefits is listed below:

- SMIS users are now able to view guidance documents online.
- A significant improvement in response times for inputting and viewing data has been achieved.
- RSSB's SMIS Business Team is now able to respond to user requests for support and guidance more quickly.
- It is now easier than ever before for the industry to analyse safety data at location 'hot spots'.
- Functionality has been provided for Network Rail to extract specific safety data for its KPIs.
- Improved data quality for level crossing and bridge strike events has been achieved.
- Provision has been made for the Office of Rail Regulation (ORR) to record its comments on the industry's progress in implementing Rail Accident Investigation Branch recommendations in SMIS.
- A number of improvements to the recommendations tracking functionality have also been made. This means that organisations will need just the one database (SMIS) to record and track recommendations from all inquiries and investigations; this will allow existing bespoke applications to be decommissioned if users wish.

For further details contact **Jeff Brewer**, smis business manager on **020 7904 7509** or email jeff.brewer@rssb.co.uk.

New research on water recycling technology for train toilets

How can the rail industry save water, energy and money? Responding to a future scenario where water is in shorter



supply, coupled with a commercial drive to reduce costs, recently-published research by RSSB - *T692 Water recycling technology for train toilets* - has appraised the potential benefits of water recycling technology for rolling stock toilet systems.

Most trains provide toilet facilities and traditionally these have deposited the waste directly onto the tracks. Rolling stock built after 1988 is fitted with controlled emission tanks (CETs). However, CETs need to be regularly emptied and, for both systems, the fresh water tank replenished. This puts a strain on depot resource and operating costs. Could water recycling provide an innovative alternative for toilet system wastewater treatment?

The research found that water recycling is a relatively new concept in the UK and most experience is within the domestic and industrial fields. A number of suppliers are now developing waste water recycling and waste water treatment systems, which they believe can be made available in the rail market place.

Potentially, this type of technology could offer wider operational benefits over conventional systems, predominately within the following areas:

- Reduction in fleet maintenance and train movements to/from depots
- Reduction in water replenishment
- Health and Safety improvements for depot maintenance staff through reduced intervention with toilet waste systems
- Quality-of-service benefit to the customer.

A cost-benefit analysis has demonstrated that pay-back periods as low as three years can be obtained if the mileage saving from not returning to the depot is high and the service maintenance requirement can be reduced. However, there is some way to go before the rail industry can confidently embrace this technology and get full benefit from it. The water recycling technology market is still in its infancy and there is currently no legislation in the UK specifically to regulate the water quality requirements for toilet flushing.

The full report is available at http://www.rssb.co.uk/pdf/reports/research/T692_rpt_final.pdf

For more information contact research@rssb.co.uk

Log on to our website:
www.rssb.co.uk

Date	Name of event	Location
22 May 2008	Safety Legislation Workshop	Hatton, ETC Venues, London
3 - 4 July 2008	Risk Management Forum	Nottingham University

For more information on these events please contact **Stella Okezie, conference manager** on **020 7904 7934** or email stella.okezie@rssb.co.uk.

Spotlight

Safety Risk Model update on its way!

The Safety Risk Model (SRM) is a comprehensive mathematical representation of 125 hazardous events that could lead directly to injury or fatality on the railway. The causes and consequences of each event are modelled in detail, considering the railway as a whole, rather than concentrating on a particular route or operator.

In 2007, RSSB agreed to provide the Department for Transport with SRM information for the High Level Output Specification (HLOS) Safety metrics at the beginning of control period four, which means that we will deliver a full update of the SRM at the end of March 2009.

However, as the current SRM (version 5) was published in August 2006, it was felt that waiting until March 2009 for SRM version 6 would result in a considerable interval where the risk information available from the model would become progressively out of date. Therefore, RSSB is publishing an interim update, SRM version 5.5, to enable company safety plans and the process to create a 5 year strategic safety plan for the industry to be aligned with the latest risk information.

SRM version 5.5 will update only those events where the risk has significantly changed. These significant changes account for 44% of the hazardous events in the model and 88% of the risk.

Instead of publishing a full Risk Profile Bulletin (RPB), a slimline 'interim RPB issue 5.5' will be produced, which will include the new risk figures and can be referred to in conjunction with RPB issue 5. A large proportion of tables previously in the hard copy will now be held on CD-ROM.

The risk figures will be presented in terms of the exposed groups: passengers, staff and members of the public. The risk profile will be grouped so that a comparison of risk levels between different types of hazards can be easily made. Risk figures will be presented according to the new, industry agreed, injury weightings.

Version 5.5 of the RPB will be released electronically at the end of April 2008. The hard copy and templates will follow at the end of the following month.

For more information contact Jackie Barrett, senior risk analyst on 020 7904 7504 or email jackie.barrett@rssb.co.uk