

Welcome to the new-look Information Bulletin – we've made changes to the format and headings which we hope will make it easier to navigate articles of interest to you. This issue also includes a short questionnaire which we hope you will take the time to complete as your feedback is vital to us. This can be accessed at www.rssb.co.uk/surveys/informationbulletin.html

Furthermore to help make sure that Information Bulletin is reaching everyone with an interest in RSSB's work an invitation will be extended to current readers to confirm / update their mailing details / requirements. This is to ensure the print and distribution is managed more effectively and allows us to find out more about you and tailor content accordingly. Existing readers will be notified directly during August/September and reminders will be placed in future issues.

If you wish to be sent this publication directly but currently do not receive a personal copy please contact the RSSB enquiry desk on 020 7904 7518 or email enquirydesk@rssb.co.uk stating whether you require an electronic copy, link to website or printed version.

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GSM-R – Operational Testing in Strathclyde

Between 28 April and 1 May 2008 operational testing was undertaken in Strathclyde on the pilot route. This used

a comprehensive set of operational test specifications developed by RSSB for the purpose of validating the concept of operation for GSM-R with emphasis on the use of the cab mobile and the fixed terminal (ie driver - signaller communications). The aim was to demonstrate that the GSM-R system (including the operational concept, rules of operation and user procedures) could deliver the requirements of the system's users.

This phase of the operational testing supplemented an earlier stage of operational testing undertaken last summer on pilot route A (Helensburgh to Drumgelloch), as route B provided the opportunity to complete tests that were not possible on route A. The testing was undertaken from three operational signal boxes in Strathclyde on pilot route B south (Barrhead to Kilmarnock) and a specially arranged test train. This phase also provided a further opportunity to undertake operational testing using installed equipment operated by trained drivers and signallers.

A number of operational and technical issues were recorded which will require further investigation and resolution. These issues have been fed back into the GSM-R programme to the appropriate owners and are currently being evaluated and resolved prior to the extension of the Strathclyde trial to pilot route B.

RSSB is working within the GSM-R programme on the operational design validation and through its standards units to ensure the relevant rules and standards in place for GSM-R are validated as part of the Strathclyde Trial.

For more details contact **Natalia Boniface**, GSM-R project manager on 020 7904 7967 or email natalia.boniface@rssb.co.uk

Support to cross-industry technical work

RSSB field trip examines concerns of disabled people at level crossings



People with disabilities can find using level crossings a challenge, and both Disabled Persons Transport Advisory Committee (Rail) and Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS) have raised concerns about how pedestrians who have various specific disabilities can safely use types of crossings such as automatic half barriers (AHBs).

During June, RSSB organised a visit to level crossings in the Thames Valley for the representatives of DPTAC (Rail) and JCMBPS.

Virtually all the main types of crossing currently in use on public roads were visited. Common themes of concern included the range and complexity of road, pavement and rail layouts and signage, and the audibility of alarms – particularly when set against the noise of heavy goods vehicles waiting to cross.

It was agreed by all concerned that some targeted research was needed and the next step is to identify areas that all parties concentrate on. This will help to develop and design crossing layouts and facilities for the future.

For more information, contact **Michael Woods**, head of operations research on **020 7554 4604** or email **michael.woods@rssb.co.uk** and on the cross-industry work in National Programmes, contact **Alan Davies** on **020 7904 7964** or email **alan.davies@rssb.co.uk**.

Facilitation of system co-operation between members

RSSB help industry lift barrier to level crossing reform

This month, the rail industry welcomed the Law Commission's announcement that the law governing level crossings will form part of their tenth programme of law reform. The Law Commission is the statutory independent body created by the Law Commissions Act 1965 to keep the law under review and to recommend reform where it is needed.

Following the Ufton Nervet accident in 2004, the National Level Crossing Safety Group set up a working party, facilitated by RSSB and including Network Rail, to conduct an in-depth review which covered legislation, risk management, land use planning, driver training and testing, removal of crossings and a review of previous reports.

The working party concluded that the law regulating the use, safety requirements, closure and other aspects of railway level crossings is antiquated and fragmented – much of it being in nineteenth century private legislation. In some cases legislation for individual level crossings goes back to the original acts allowing the railways to be built. Where railways were built across owned land, rights to cross the railway were often granted to landowners in perpetuity. The process for modernising public level crossings is unduly restrictive and long, the means by which rights of way can be diverted or extinguished are over-complex, and the impact of later legislation such as environmental and disability regulations is not always clear.

The Law Commission's project represents an important part of the realisation of the RSSB working party's work, and will undertake a general review of the law with a view to providing a modern, accessible and balanced legal structure for their regulation.

SMS programme on the road

Following the facilitation of ROGS implementation, the RSSB SMS Programme has now moved on to its next stage of work to identify, develop and share good practice in the field of modern safety management.

To explain more about the programme and listen to the needs and concerns of our members, a stakeholder engaged programme is currently underway. To date Network Rail, ATOC and several TOCs have been visited. The results of the sessions will be used to inform programme development priorities.

Hot topics

Discussions to date have been extremely informative and have provided further direction to the SMS programme generally. So far, hot topics have included:

- A strong appetite to build upon the sharing of good practice and become involved in industry study visits. There are already a number of initiatives within industry which recognise the importance of sharing good practice but there is a desire to broaden this, particularly regarding initiatives from outside the industry.
- A call for more visibility on pertinent issues emerging from developing EU initiatives and how UK-based stakeholders (including RSSB) are influencing them.
- A need to clarify some of the required cooperative arrangements regarding safety interfaces and interaction with other duty-holders following changes brought about by ROGS legislation.
- A need to clarify interpretation of the wide range of guidance documents and initiatives available to support the management of fatigue.
- A desire to boost awareness of arrangements to assure system safety. There is a lack of certainty about the status of documentation which originally supported the Railway Safety Case regime.

Future planned visits:

In the near future, the team has arranged to meet with the following stakeholders: Wrexham, Shropshire and Marylebone Railway, West Coast Trains (Virgin), London Midland, Eurostar, New Southern Railway and Arriva Cross Country. However, if you would like to arrange a visit from the SMS programme team please contact **Stuart Parsons, programme manager - safety management systems** on **0207 904 7236** or email: stuart.parsons@rssb.co.uk

Information, analysis and reporting

New SMIS guidance to boost intelligence

The Safety Management Information System (SMIS) is the national IT system, used by all parts of the rail industry to record all safety related events that occur on Network Rail controlled infrastructure. The system is managed by RSSB.

SMIS data forms the backbone of the safety intelligence and risk assessments that the industry uses. Safety critical decisions are made depending on their outputs, so there must be confidence in the data and a good understanding of terminology and requirements of use.

Following the withdrawal of Railway Group Standard guidance notes GE/GN8510 Railway Group Safety Performance Monitoring – Definitions and Guidance and GE/GN8547 Guidance on the Reporting of Safety Related Information, a new document has been produced to carry out this requirement and to assist with the improvement of data quality.

This guidance document defines the industry's most commonly used terms within SMIS, safety performance analysis and reporting and risk profiling. It also details the techniques employed for creating safety intelligence in relation to the rail industry. The document can be downloaded from within the SMIS system and is also available to download from the RSSB website: www.rssb.co.uk/publications/guidance.asp

This document is designed to boost understanding of the meaning of railway safety intelligence terminology and explains how to use data to undertake analysis, intelligence production and risk modelling, providing an understanding of the products and services facilitated by RSSB.

There has been substantial cross-industry input culminating in a user-friendly and accessible document.

For more information, or to provide feedback on the document, contact **Adrian Smith, senior safety intelligence analyst** on **020 7904 7521** or email adrian.smith@rssb.co.uk

Research and Development Services in support of industry

RSSB research supports Network Rail on climate change challenge



New research by Rail Safety and Standards Board (RSSB) has provided Network Rail with a means to capture valuable scientific intelligence about the potential future impacts of higher sea levels on the railway at coastal locations.

The project developed a methodology for the industry to assess how the effects of climate change would impact on the railway near the coast, and so inform future investment and engineering decisions.

Using data from the Met Office Hadley Centre, and in collaboration with the Environment Agency, RSSB modelled predictions of the effects of increased wave heights and storm surges on coast defences, using the stretch of railway at Dawlish as an example where the railway line runs very close to the sea.

The research has shown that, based on a median estimate of sea level rise, wave overtopping at Dawlish could increase by 50% in the 2020s, 100% in the 2050s and 200% in the 2080s. In such situations, the structural integrity of the defences will become increasingly vulnerable and disruption to train services is likely to increase significantly.

Network Rail's Chief Engineer, Andrew McNaughton, said: "This research aims to put us in a stronger position, to be able to quantify those effects and so consider future strategies. Network Rail is using the results of the study to inform its specific feasibility study into the reconstruction of the sea wall at Dawlish, the results are due in the autumn."

This research is just one of the many ways the rail industry seeks to address long term sustainable development. The RSSB research is available to download from the RSSB website – http://www.rssb.co.uk/Proj_popup.asp?TNumber=643&Parent=878&Ord=

For more details please contact **John Lane, structures engineer** on **020 7904 7636** or email john.lane@rssb.co.uk

Other Industry News

Wing Award for Safety



From left to right: Colin Porter, Chief Executive, Institution of Railway Signal Engineers, Steve Marshall and Iain Coucher, Network Rail.

The "Wing Award for Safety" was introduced in 1994 to commemorate the life and work of the late Peter Wing, a Fellow of the Institution of Railway Signal Engineers and an employee of British Rail, who during his 31 year career made a major contribution to the cause of line side safety. The award is made to an individual who has made an outstanding personal contribution to railway line-side track safety.

The winner this year was nominated by Network Rail and the award was made to Steve Cassidy who runs a team of over 240 staff and his Bletchley depot is the only Delivery Unit in Network Rail that has not had a RIDDOR Reportable Accident since the internal Network Rail Safety 365 Challenge commenced in April 2005.

Member Support Services

Strategic Board Papers

RSSB's Strategic Board papers contain intelligence and analyses covering a range of topics on which RSSB can help the industry and are published after each board. To find out more, go to the RSSB website at: http://www.rssb.co.uk/publications/board_discussion/index.asp

Events

Date	Name of event	Location
15 Sept 2008	A new vision for future train reliability	London
5th Nov 2008	VT/SIC Seminar	Birmingham
27th Jan 2009	Freedom to Train	London
3-5 March 2009	3rd International conference on Rail Human Factors	Lille, France

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

RSSB Enquiry Desk

For general enquiries about RSSB's products and services including Railway Group Standards contact 020 7904 7518 or email enquirydesk@rssb.co.uk