

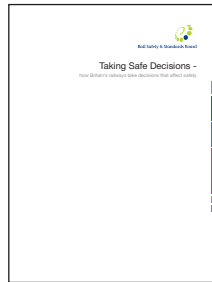


Rail Safety & Standards Board

# INFORMATION BULLETIN

## 'Taking safe decisions'

'Taking safe decisions' – which replaces 'How safe is safe enough?' – has been published by Rail Safety and Standards Board (RSSB) and is available for download from the website. Paper copies are available, and are being distributed directly to RSSB members.



*Taking safe decisions* is the product of an extensive programme of research, analysis and consultation. It describes the industry consensus view of how decisions should be taken that properly protect the safety of rail industry staff, passengers and others, satisfy the law and respect the interests of stakeholders, whilst remaining commercially sound.

The consensus was developed by a Think Tank of industry experts, and was approved by the industry through the Safety Policy Group and RSSB board. It was developed in parallel with internal guidance on cost-benefit analysis (CBA) in support of safety-related investment decisions, which was produced by the Office of Rail Regulation (ORR) for its own inspectors.

*Taking safe decisions* states that in the GB railway industry, duty holder decisions which impact on safety are taken:

- In order to meet legal requirements, or
- Because they are sensible from a commercial perspective

These different types of decision have different implications and involve different considerations which

the document clarifies. The consensus that the document brings may result in changes to what has previously been done in some parts of industry. Key clarifications are:

- *Societal concern* about risk impacts on government decision making. The document states that *societal concern* should not be taken into account by duty holders when deciding whether a measure is necessary to ensure safety so far as is reasonably practicable (SFAIRP). However, the impact of *societal concern* on a company's reputation might mean that the company takes account of it optionally for business reasons.
- A judgement about whether a measure is required to ensure safety so far as is reasonably practicable might be supported in some circumstances by a CBA. New guidance about how to construct a CBA for this purpose is included.
- This document clarifies that application of the Tolerability of Risk (TOR) framework (published by the HSE in *Reducing Risks, Protecting People*) is not a requirement of the Health and Safety at Work Act etc 1974. The TOR framework is a conceptual guide for regulators that may help duty holders manage and prioritise safety activity by providing an alternative perspective on risk.

*Taking safe decisions* describes these key principles in full, provides guidance on what they mean in practice, and includes some worked examples for those taking decisions that impact upon safety.

To request a copy of the document, or arrange a company briefing 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)

### Important notice to our readers

RSSB is making changes to Information Bulletin to make the publication more relevant and user-friendly. The July issue will feature a new look and feel and will also carry a short questionnaire which we hope you will take the time to complete as your feedback is vital to us.

The second change will involve an invitation to readers to re-subscribe. 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. Subscribers will be notified directly during August and reminders will be placed in future issues.

If you wish to subscribe then please contact the **RSSB enquiry desk** on **020 7904 7518** or email [enquirydesk@rssb.co.uk](mailto:enquirydesk@rssb.co.uk) stating whether you require an electronic copy or printed version.



## Standards News

### New Railway Group Standards Code is in force

Issue three of the Railway Group Standards Code (the Code) came into force on 7 June 2008.

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 RGSs and manage deviations from them, to monitor the effectiveness of RGSs, and the role of RSSB in authorising RGSs.

Issue three of the Code brings it 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.

A new 'Standards Manual' supplements issue three of 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.

A copy of issue three of the Code and issue one of the Standards Manual, together with a briefing note which describes 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 or Standards Manual, please contact **Adam Milligan, head of systems coordination**, on **020 7904 7629** or [adam.milligan@rssb.co.uk](mailto:adam.milligan@rssb.co.uk)

### Deviations from Railway Group Standards

Section 6 of the Railway Group Standards Code sets out, in detail, the procedures to be followed for the management of deviations from Railway Group Standards. A deviation is a permission to comply with a specified alternative to a measure or measures in circumstances where it is not appropriate to change the relevant RGS. Such a deviation may be approved by the relevant Standards Committee if the conditions defined within the Railway Group Standards Code are met. Following Standards Committee approval, a deviation is authorised by RSSB via the issuing of an appropriate deviation certificate.

In accordance with the requirements of the Railway Group Standards Code, all applicants for deviations are required to consult with all those industry parties that could be materially affected by the proposed deviation.

To assist duty holders in undertaking the necessary consultation, RSSB has developed guidance on consulting with affected parties and has produced a generic template form that RSSB uses to report to Standards Committees on consultations on changes to Railway Group Standards. This may be helpful if reporting the results of deviation consultations to Standards Committee.

RSSB has also revised the *Deviation Application form* to provide better clarity for the applicant.

If you have any queries regarding deviations please contact **Anna Apicella, proposals manager** on **020 7904 7550** or email [anna.apicella@rssb.co.uk](mailto:anna.apicella@rssb.co.uk)

### Railway Group Standards Catalogue – June 2008 Issue 3

June 2008, Issue 3 of the RGS Catalogue will be published on 7 June 2008.

This issue sees a large number of changes including:

- One new Standard
- One up-issued Standard
- Five new RACOPs
- Two up-issued ATOC Documents
- One new RGS Code
- One new RGS Manual

These documents can also be found on RGSONline ([www.rgsonline.co.uk](http://www.rgsonline.co.uk)) in the update on 7 June 2008.

Should you have any enquiries relating to the RGS catalogue, CD-ROM or RGSONline please contact the **RSSB enquiry desk** on **020 7904 7518**.

## RSSB showcases projects at World Congress on Railway Research

RSSB presented the findings from six key projects at the 8<sup>th</sup> World Congress on Railway Research (WCRR), in Seoul, Korea, 18-22 May.

The R&D programme forms an important foundation of the product-range RSSB delivers to the industry. Fundamentally, RSSB provides knowledge, analysis, a substantial level of technical expertise, powerful



information and risk management tools – all fuelled and supported by research. With 800 delegates from over 30 countries, WCRR provides the ideal platform to share knowledge on the international stage, develop contacts with other experts and learn about developments in other countries.

RSSB also plays an important role in the organisation of the Congress itself, with chief executive Len Porter on the Organising Committee and Tanya McCallum, research strategy manager, as Vice-Chair of the Executive Committee. In addition, several RSSB technical experts assist in the review of papers.

Papers presented by RSSB at the Congress were on the following projects:

- Getting the right people at the front of the train: A review of UK train driver selection process (T340 and T628)
- Human factors of train maintenance (T399)
- Dependability of GNSS on the UK railways (T510)
- Feasibility of head-up displays in driving cabs (T513)
- Foresight studies in sustainable development (T713)



The GB rail industry as a whole won recognition for the high quality of its research. The RSSB paper on “Foresight studies in sustainable development”, presented by programme manager Joanna Gilligan, won the prize for the best paper in the “Global Railway Issues” category. Both the project itself and the accolade it received is testament to the

high level of productive cross-industry cooperation in the Sustainable Rail Programme – which includes Network Rail, train and freight operating companies, rolling stock companies, suppliers, Department for Transport (DfT), Office of Rail Regulation (ORR), Transport for London (TfL), Transport Scotland, Association of Train Operating Companies (ATOC), Railway Industry Association (RIA), Railway Forum and RSSB itself.

As with all published RSSB research, further details on these projects including a brief and the full report can be downloaded from the RSSB website at <http://www.rssb.co.uk/research/index.asp>. The

website also indicates those projects where research is still ongoing.

For more information contact **Tanya McCallum**, telephone number **020 7554 4622**, email [tanya.mccallum@rssb.co.uk](mailto:tanya.mccallum@rssb.co.uk)

## RSSB Board welcomes Alan Emery



Alan Emery has joined the RSSB Board as an independent non-executive director taking over from Sir Frank Davies who completed his term of office.

Alan qualified as a metallurgist from Sheffield University in 1963. He worked for a Rio Tinto subsidiary developing and licensing technology related to zinc and lead production in various roles including 8 years as managing director.

Since 2002 he has been working as a consultant; leading safety leadership workshops for directors and senior managers of mining and quarrying companies, carrying out safety consultancy for similar organisations, and writing a publication ‘Good Practice in Emergency Preparedness and Response in the Mining Industry’.

In 2003 Alan was appointed as Visiting Professor for Sustainable Development and Design at the University of Bath, a chair funded by the Royal Academy of Engineering, introducing chemical engineering students to the subject of Sustainable Development in relation to the planning, design and operation of industrial facilities.

## 3rd International Conference on Rail Human Factors

RSSB in conjunction the European Railway Agency, Network Rail and University of Nottingham is currently organising the 3rd International Conference on Rail Human Factors. It will be held in Lille, France on 3-5 March 2009 in association with the UK Ergonomics Society, Société d’Ergonomie de Langue Française (SELF) and Rail Research UK. All details about the conference are posted on the website: [www.railhumanfactors.co.uk](http://www.railhumanfactors.co.uk)

In recent years the GB rail industry’s understanding of human factors and the need to integrate this discipline



into all of its activities has grown and matured. Great Britain is leading the field in terms of knowledge of human factors and its application in the rail industry. There is now a similar growth being seen in many other countries and this conference (the only one in the world to deal solely with human factors in rail) will provide a forum for human factors practitioners and researchers from around the world to discuss their latest work, and for the rail industry and regulators to describe their current use of ergonomics and human factors and to identify their future needs.

The conference will provide a good mixture of presentations from leading authorities in the area and workshops and discussion sessions within which topics of interest can be debated and views exchanged.

The organising committee is currently seeking abstracts for papers which will be peer reviewed. The deadline for submission of abstracts is 17 October 2008.

Please register your interest in the conference as early as possible, with **Stella Okezie, conference manager** at [Stella.Okezie@rssb.co.uk](mailto:Stella.Okezie@rssb.co.uk). For information about submission of abstracts, please contact [ECRHF@nottingham.ac.uk](mailto:ECRHF@nottingham.ac.uk)

## Spotlight

### Rail volunteers tackle graffiti issue

Graffiti is an example of one of a range of societal problems which lie outside the direct control of the railway, but continue to affect it in a negative way.

Firstly, the majority of graffiti artists will also be trespassers, putting themselves in mortal danger. Secondly, graffiti is criminal damage; there is the vandalism element including costs to remove it. And finally graffiti has an effect on perceptions of crime – a station with a lot of graffiti is an eye-sore and creates the impression of a lack of safety to the travelling public.

The industry engages in a wide range of activities to respond to these crucial issues. These include a whole host of initiatives by individual train operating companies, Network Rail and British Transport Police ranging from schools visits, communications campaigns (such as Network Rail's No Messin'! initiative) and

partnership-building. RSSB's role is to facilitate knowledge sharing, research, good practice and direction under the auspices of the Community Safety national programme.



Volunteers from RSSB – Samantha Channer, and Community Safety programme managers Alan Davies and Marina Kilcoyne - recently joined others from Network Rail and First Great Western to assist in the clearing of vegetation, rubbish and graffiti from Network Rail operational land at Stapleton Road station in Bristol. This formed part of a Community Clean-up Day organised by Severnside Community Rail Partnership, Avon Probation Service, Eastside Roots and other local volunteers who undertook a grand tidy-up of the Community Garden Centre lease area at the station, including areas surrounding it.

Aside from learning first-hand about the damage graffiti does to the railway – along with the hard work required to remove it - the event demonstrated that collectively, the industry is working together constructively, both in tried-and-tested partnerships with British Transport Police (BTP) 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.

For more information on developments in this area, contact the **Community Safety programme managers**, **Marina Kilcoyne**, [marina.kilcoyne@rssb.co.uk](mailto:marina.kilcoyne@rssb.co.uk) , or **Alan Davies**, [alan.davies@rssb.co.uk](mailto:alan.davies@rssb.co.uk).

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[www.rssb.co.uk](http://www.rssb.co.uk)