



Rail Safety & Standards Board

INFORMATION BULLETIN

Railway Safety Performance and Trends for 2007

RSSB has published the Annual Safety Performance Report for 2007 (ASPR). The headlines from 2007 were:

- One passenger died in a derailment at Grayrigg – the first on-board fatality in a train accident since 2004.
- Eight other passengers died in individual incidents – one as a result of assault, two jumped or fell from moving trains and five were struck by trains in stations.
- Two members of the workforce died in accidents in the trackside environment – the same number as in 2006.
- At 49, the number of potentially higher-risk train accidents (PHRTAs) was little changed from the previous year.
- The risk from signals passed at danger (SPADs) at the end of 2007 stood at less than 13% of its March 2001 level, however there was a slight increase in absolute numbers during the year.
- Nine pedestrians died at level crossings, an increase of four compared to 2006.
- There were three accidental fatalities involving road vehicle occupants at level crossings. This is comparable with levels seen over the previous five years.
- Fatalities from suicide and trespass totalled 249. This represents a return to more typical levels after an unusually high number in 2006.
- The ASPR demonstrates industry progress on the trajectories established in the industry's strategic safety plan for 2007-9.

The ASPR compiled and published by RSSB on behalf of the industry, covers the calendar year from January to



December 2007 and chronicles safety performance on the national rail network.

It looks at the risk in terms of fatalities, injuries and for the first time includes shock and trauma. An important change in this year's report is that the Fatalities and Weighted Injury figures are based on a new set of weightings. This is the first time the weights have changed since the late 1980's. For more details see the Introduction section of the ASPR. The report can be viewed at

<http://www.rssb.co.uk/safety/spr/spreports.asp>

A pocket-sized version of the key facts and figures from the ASPR can be obtained from RSSB or downloaded from the website at

<http://www.rssb.co.uk/safety/spr/spreports.asp>

For more information on safety reporting contact **Liz Davies, safety intelligence strategy manager** on **020 7904 7493** or email liz.davies@rssb.co.uk

RSSB Chairman Resigns



Lord Tunnicliffe CBE stepped down as Chairman of RSSB on 18 April 2008, after more than five successful years in the post to take up a position as a Lord in Waiting in the Whips office of the House of Lords.

Commenting on his departure, Lord Tunnicliffe, said: 'RSSB has achieved a great deal since its inception and I have thoroughly enjoyed my five years service. I have made many friends in RSSB and the rail industry who I shall be sad to leave behind.'

The RSSB Board is now considering how to conduct its business in the future.



Standards News

Guidance on the Application of Selective Door Operation Issued

Selective door operation (SDO) is an important contributor to carrying increasing passenger numbers. It is a particularly cost effective solution which can be implemented in the relative short term compared with other options by enabling the operation of longer trains on existing facilities.

There has been a strong desire from industry and the Department for Transport expressed through the Vehicle/Train Control and Communications Systems Interface Committee (SIC) for information and guidance to be made available to maximise standardisation of SDO. RSSB has been asked to facilitate the production and suitable guidance on such as issues as standardisation, design and installation.

In the first instance research was commissioned by RSSB. The research output was used to develop a Guidance Note (GE/GN8577) overseen by an industry representative sub-group of the SIC which comprises representatives from Network Rail, ATOC, DfT, ORR and suppliers in addition to varied technical input from RSSB.

The guidance recognises that there are various options available for the provision of SDO systems that provide differing levels of functionality and automation. It assists in the selection of a suitable system in respect of cost and operational considerations. The range of options encompasses manual systems to fully automated systems and utilising technology including satellite navigation and other train positioning systems.

The guidance also provides a framework of generic requirements against which any SDO system can be assessed for fitness of purpose, and specific target system architectures for implementing SDO systems. Such a framework is intended to be helpful to those extending the application of existing systems, as well as those introducing SDO systems to a route or a train fleet for the first time.

The document is available at <http://www.rgsonline.co.uk/docushare/dsweb/Get/RAil-43684/GE/GN8577.PDF>

The SDO sub-group requested that this document be issued by April 2008 to meet industry needs and this deadline has been achieved.

Two ongoing streams of research are currently being managed by RSSB in the areas of radio frequency identification (RFID) and the criteria for the application of SDO systems. Additionally, RSSB is currently undertaking a risk analysis on SDO systems to establish the appropriate System Integrity Levels (SILs). The guidance note will be reviewed and reissued to include the output of this work. This is expected to be completed within 12 months.

For further information, please contact **Jeff Allan, head of delivery unit, CCS and ENE** on **020 7904 7662** or email jeff.allan@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

Safety Management Systems Programme Visits

Following on from the ROGS-One-Year-On Conference held last November in London, RSSB is conducting a series of visits during 2008.

The purpose of the visits is to engage with Train and Freight Operating Companies, Rail Plant Operators and Suppliers; firstly, to explain the purpose of RSSB's SMS Programme which has been developed to manage issues such as the duty of cooperation and the development of issues emerging from the European Union; and secondly, to understand the relevant safety management issues, on a first-hand basis, affecting key players within the rail industry. We see this engagement process as a vital part of the overall programme to ensure that individual stakeholders' needs receive appropriate consideration during the development of the SMS Programme.

The visits are aimed at Senior Safety Managers with the intention of stimulating informative two-way discussions to gain a robust understanding of the issues facing industry today. This will provide a solid foundation for the SMS Programme to assist Industry where it is most required.

If you would like to know more about the RSSB SMS Support Programme, please see www.rssb.co.uk/national_programmes/sms_programme.asp or contact:

Stuart Parsons, programme manager, sms on **0207 7904 7236** or email stuart.parsons@rssb.co.uk



RSSB supports UK Trade and Investment's rail sustainability appraisal

RSSB chief executive Len Porter has welcomed the publication of UK Trade & Investment's "The UK Railway Sector - Business Excellence in Sustainable Development" brochure. Providing the welcoming note to the brochure, Len said that the document demonstrates the rail industry's readiness to be part of the solution to critical sustainable development issues, and the masses of expertise on its doorstep in academic institutions, consultancies and supporting organisations such as RSSB to help it deliver.



The publication builds on The Case for Rail 2007, published in June last year by RSSB as the first overarching sustainable development review of GB rail as part of the Sustainable Rail Programme (SRP).

The SRP is led by industry and Government stakeholders, and facilitated by RSSB, to respond to the opportunities and challenges presented by sustainable development and to contribute to the delivery of key government policy objectives such as reductions in greenhouse gas emissions, sustainable mobility, increased social inclusion and a thriving economy.

Rail makes a critical contribution to the UK's prosperity and quality of life, and is crucial in delivering sustainable transport for the future. Outputs from the SRP and the newly published UKTI document clearly demonstrate that the most significant contribution that the railway can make to a sustainable future is to increase the number of passengers that travel through the rail network that would otherwise use more polluting modes, and so reduce the overall carbon impact from all transport.

The document itself was launched by Transport Minister, Tom Harris MP, at a UKTI rail seminar on 25 April in New Delhi to an audience of over 130 Indian railway,

government and company officials. The document can be downloaded from the UKTI website at:

<https://www.uktradeinvest.gov.uk/ukti/fileDownload/86338SustainableRailBroch160408lores.pdf?cid=417628>

For more information on the Sustainable Rail Programme, contact **Joanna Gilligan, programme manager, sustainable development** on 020 7904 7655 or email joanna.gilligan@rssb.co.uk

Managing Driver Managers

Another piece of research has gathered together good practice on the effective management of train driver managers. Every company is different, so rather than seek to define generic one-size-fits-all solutions, the project aimed to collect a range of examples of good practice from across the industry, to provoke thought and information sharing.

The guidance covers seven common issues relating to driver managers including high workload, performance of experienced and inexperienced driver managers, recruitment problems, inadequate training outcomes at both individual and organisational levels and management skills.

Adopting the guidance will help organisations consider how they can improve the performance of front line managers. The work has been promoted to stakeholders via the ATOC Driver Management Group (DMG) and the RSSB-facilitated Operations Focus Group (OFG).

For further information contact **Michael Woods, head of operations research** on 020 7554 4604 or email michael.woods@rssb.co.uk

To read more about both pieces of research, visit the R&D section of the RSSB website, www.rssb.co.uk

Tackling human error on maintenance and inspection

No one intends that errors should happen, but psychology tells us that, by our nature, humans are prone to error, and it is inevitable that mistakes will be made from time to time. New on-line human factors guidance published by RSSB as a product of research, aims to address error risk in rail vehicle maintenance and inspection - therefore optimising the performance of the maintenance team, improving safety and reducing unnecessary cost.



The guidance itself aims to help those responsible for managing rail vehicle maintenance in identifying human factors issues at their depot, understanding their underlying causes and developing practical solutions.

The guidance package is easy to access and navigate as an on-line application on the RSSB website at www.rssb.co.uk. The research brief, also downloadable from the R&D section of the website, contains more background to the project and includes case studies from pilot testing of the package at maintenance depots across the country.

For further information contact **Ann Mills, principal human factors specialist** on 020 7904 7690 or email ann.mills@rssb.co.uk

New Human Factors web pages

RSSB has produced a number of good practice documents and toolkits to enable companies to manage their own human factors issues. These can be downloaded at http://www.rssb.co.uk/expertise/human_factors/facts.asp

For more information contact **Ann Mills, principal human factors specialist** on 020 7904 7690 or email ann.mills@rssb.co.uk

Events

Date	Name of event	Location
3 - 4 July 2008	Risk Management Forum	Nottingham University
8 July 2008	National Operational Risk Conference	One Great George Street, London

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

New research for train driving community



RSSB has recently published human factors research to boost training amongst train drivers and train driver managers.

FOCUS is a new "situation awareness" campaign which aims to help train drivers' maintain attention and avoid distractions.

The research led to the creation of innovative new training resources, designed to achieve maximum impact using appealing and convincing messages. The resources include a DVD presentation and speaker notes, designed specifically for trainers to deliver thought-provoking and entertaining messages which have a lasting effect on the audience.

In addition, a drivers' booklet has been produced to serve as a reminder of the presentation's key points, and a handy aide memoir on situation awareness.

The next phase of the research is to ensure the word is spread, partly through a two-phase poster campaign to be delivered via notice boards and mess rooms, and also through the RSSB-managed operational safety website, OPSWEB www.opsweb.co.uk.

For further information on FOCUS, contact **Sarah Hesketh, senior human factors specialist** on 020 7904 7868 or email sarah.hesketh@rssb.co.uk

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