



INFORMATION BULLETIN

New Team of Directors Appointed

Rail Safety and Standards Board has a new team of directors under the leadership of Len Porter, Chief Executive.

Joining Anson Jack will be three new directors, Andrew Sharpe and Helen Goodman from within the company, and John Abbott from Network Rail. The new team will be responsible for the following business activities:



Anson Jack - *Director of Policy, Research and Risk*

Safety Policy
Research and Development
Risk and Safety Intelligence



Andrew Sharpe - *Director of Standards and Technical Services*

Delivery Units (Infrastructure and Rolling Stock; Command, Control and Signalling and Energy; Traffic, Operation and Management)
Systems Coordination
Standards Management
New Systems



John Abbott - *Director of National Programmes*

National Programmes – Railway Operations
National Programmes – Industry Strategy



Helen Goodman - *Director of Business Services*

Communications
Finance and Commerce
IT and Facilities
Human Resources
Business Operations

Len Porter and Anson Jack will be full members of the RSSB Board. Anson deputises for Len in his absence.

Stakeholder Survey Results

RSSB carried out a cross industry survey with stakeholders in Autumn 2006. Thank you to everyone who took part and for taking the time to share your views with us. Key findings of the survey were:

- Two-thirds of the 334 stakeholders who responded stated they were overall satisfied with RSSB, conversely only 7% were dissatisfied. GfK NOP, who conducted the survey, stated that RSSB compares well with recent studies of other organisations they have conducted.
- RSSB has a well-defined and generally appreciated role in respect of 'Improving Safety', although other elements of the organisation's role are less well understood. These areas were defined as 'improving business performance', 'reducing costs', 'encouraging sustainable development' and 'improving health'.
- Across all RSSB functions performance was considered to be solid with mean scores of 3.50 out of a possible 5.00 being achieved.
- Areas needing targeted improvement however are associated with improving the knowledge and understanding of the role, purpose and strategy of the organisation and the funding of the company.
- Across a range of attributes the company did not score particularly well on being 'commercially focused' or 'providing value for money' when compared to other attributes such as being seen to be 'the vehicle for securing cooperation in safety and related domains' and 'providing strategic direction in the area of rail safety'.

The executive team are committed to driving improvements across the company to ensure both commercial focus and that the needs of stakeholders are identified and responded to. Improving communication and engagement with stakeholders will form a significant part of this activity, such that RSSB further demonstrates the benefits of RSSB as an entity, and the services they offer.



Standards News

New Consultation and Stakeholder Register

RSSB launched the new Consultation and Stakeholder Register on 24 April. This is a new addition to the RSSB website and will replace the current Consultation area. The Consultation and Stakeholder Register is available can be reached directly through the following url: www.consultation.rssb.co.uk.

The Consultation section of the site contains details on all consultations managed by RSSB that are currently underway or recently completed.

The Stakeholder Register contains a list of stakeholders and identifies, for each stakeholder, the RSSB-managed documents they will be consulted about when changes are proposed.

RSSB uses the Stakeholder Register to identify who will be consulted or notified when changes are happening to particular documents, according to the preferences declared by the stakeholders. This reflects the targeted consultation requirements set out in the Railway Group Standards (RGS) Code.

The RGS Code also requires open access consultation. Therefore anyone can view the Consultation Packs on the Consultation and Stakeholder Register and forward their comments using the questionnaires provided.

If you have any questions or comments about the Consultation and Stakeholder Register then please email consultation@rssb.co.uk.

V/S System Interface Committee Bulletin

The System Interface Committees (SICs) have become well established over the past two years and have contributed to identifying solutions to issues with railway systems that arise at the interface between industry partners.

Issue 2 – Winter 2006 of the Vehicle / Structure SIC Bulletin is now available from the RSSB website at the following url: www.rssb.co.uk/sic/vs_sic.asp This issue highlights recent developments in gauging, including:

- Developing Freight Capacity;
- Loading and Route Availability Issue;
- V/S SIC Sponsored Research Projects;
- Inter City Gauge;
- The Gauging Process;
- New Gauge Standards and Gauging Guidance; and
- Archive of Gauging Documents.

For more details on the work of the SICs, please visit the RSSB website at www.rssb.co.uk/sysic.asp. If you have any questions about the work of the SICs,

contact **Adam Milligan**, head of systems coordination on **020 7904 7629** or email adam.milligan@rssb.co.uk

Publications and Withdrawals in the Railway Group Standards Catalogue – Issue date April 2007

New or Revised Publications:

- GM/RT2484 - Issue 2, Audibility Requirements for Trains
- RIS-1700-PLT – Issue 1, Rail Industry Standard for Safe Use of Plant for Infrastructure Work
- GC/RT5021 - Issue 3, Track System Requirements
- GE/GN8623 – Issue 1, Guidance Note on The Change Process for Projects Affecting Compatibility Between Electric Trains and Electrification System
- GE/GN2169 – Issue 1, Combined manual for AWS and TPWS Trainborne Equipment
- GE/RT8001 - Issue 11, Changes to specified operations publications, April 2007
- GE/RT8000/AM - Issue 4, Rule Book Amendments module
- GE/RT8000/S4 - Issue 4, Trains or shunting movements detained, or vehicles left, on running lines
- GE/RT8000/AC2 - Issue 3, AC electrified Lines: Working of trains
- GE/RT8000/TW2 - Issue 3, Preparation and movements of multiple-unit passenger trains
- GE/RT8000/ISSUE - Rule Book Module Issue History – June 2007
- GE/RT8000/BRIEF - Issue 12, Rule Book Briefing Leaflet - June 2007

Withdrawn Publications

- GK/RT0101 - Competence standards for signalling and telecoms staff
- GM/RT1403 - Use of Plant and Work Equipment
- GM/RC1503 - Code of practice - Use of Rail Mounted Cranes
- GC/RT5014 - Trackbed and Track Drainage
- GC/RT5022 - Rail and Rail Joints
- GC/RT5023 - Categorisation of Track
- GI/RT7004 - Requirements for the Design, Operation and Maintenance of Points

Please note: The 'comes into force' or 'ceases to be in force' dates are likely to be different from the withdrawal/publication dates in order to allow industry companies time to brief the changes and make the consequential changes to their own systems / documents.

For more details on 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

Got an issue with a Railway Group Standard? Call the **RSSB Enquiry Desk** on **020 7904 7518** or email enquirydesk@rssb.co.uk



Human Factors review of depot operations

RSSB Human Factors were approached by South West Trains undertake an appraisal of operations at one of their depots. The request was response to some operating incidents relating to train movements in the depot. The objective of the review was to identify the key human factors risks and to make recommendations for future work that would help reduce incident likelihood.

The Human Factors team used a number of techniques to complete the review, these included a review of incident reports, day and night-time visits to the depot, interviews with staff and an analysis of roster arrangements.

The review identified that all incidents occurred in the evening or at night when the depot was operating at full capacity. A number of underlying causes were identified relating to communication and achieving a shared understanding between staff. Similarly applying procedures at busy times and finding opportunities to take breaks were identified as difficulties. The organisational and system influences were also explored.

The review concluded with a number of recommendations relating to alternative working arrangements, fatigue management, hazard identification, and safety culture. South West Trains have welcomed the findings and are undertaking activities to address the recommendations.

For more details please contact **Richard Roels, human factors specialist** on **020 7983 6750** or email richard.roels@rssb.co.uk

Feasibility of head-up displays in driving cabs

Surveying the track ahead is a critical component of the train-driving task. However, all in-cab instruments require the driver to look away from the track, and in-cab signalling systems such as European Rail Traffic Management System (ERTMS) may increase the time that drivers spend 'heads-down'. Head-up displays (HUDs) have a proven track record in the aviation and automobile sectors, allowing pilots and drivers to access information without diverting attention from the outside world. Similar benefits may be realised by the installation of HUDs in train cabs.

The project defined the most likely tasks that a HUD could perform in the rail cab, a critical input to the cost

benefit analysis. The project has shown clearly that there is potential value in fitting HUDs to rail vehicles. Drivers participating in the simulator study reported definite benefits associated with presentation of speed and AWS information in the line of sight. In addition, drivers were positive about the potential for locating the position of signals, a measure judged to be of assistance in reducing the probability of SPADs.

For more details please contact **Nim Dissanayake, research manager** on **020 7554 4650** or email nim.dissanayake@rssb.co.uk

Train Driver Selection

An industry wide steering group, facilitated by Rail Safety and Standards Board, is currently working to take forward recommendations from a review of the Train Driver Selection Process (briefed to industry in October 2005). This review identified a number of recommendations for improvements that could be made to the Train Driver selection process to improve its efficiency and effectiveness. The steering group was set up in January 2006 and has implemented some changes to the selection process, including changes to the cut off scores on the current tests to improve their effectiveness. Those changes were implemented on 1st January 2007.

As part of the development work, additional and more appropriate selection criteria have been identified. Part of the steering group's role has been to review and develop suitable replacement selection tests. One of these, the 'Test of Everyday Attention' is about to be trialled and evaluated to see whether it is a suitable replacement to the current test of attention.

The steering group includes representatives from employers of passenger, freight and on-track machine drivers, trade unions, and chaired by Steve Bence of ATOC. The technical work is being conducted and managed by the Human Factors and R & D teams at RSSB.

For further information please contact **Elaine Grimes, human factors specialist** on **020 7904 7887** or email elaine.grimes@rssb.co.uk

Simulation Seminar

RSSB facilitated a seminar in March to update the industry on the latest simulation trends and developments and to show how training can benefit from their use. 34 organisations were represented at the event held in Birmingham in March. The workshops and presentations included measures to enable rail to keep its 'green' advantage such as building an eco-driving programme, user experience studies from train operating companies and London Underground and how to compile a business case for introducing simulators. Dr Jose Manuel Mera from the Railway Technologies Research Centre in Madrid outlined advances in



research and development of signal modelling, on train systems installation and train driver simulation. The seminar was complemented by an exhibition of the latest product design.



For more information contact **Lesley Hodsdon, workforce development specialist** on **0207 904 7969** or email lesley.hodsdon@rssb.co.uk

Community Safety Forum



The third Annual Railway Community Safety Forum took place in March in Aston, Birmingham. The event attracted over 100 delegates who received updates on the rail industry's community safety risk management approach, learned about good practice and gained practical ideas and solutions. The event workshops covered community safety law and complementary policing and gave delegates the opportunity to go 'back to school' with a specially constructed lesson for local children.

For more information contact **Kerry Taylor, programme manager, community safety** on **020 7904 7674** or email kerry.taylor@rssb.co.uk

Spotlight

Latest SMIS initiatives

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

A number of SMIS-related initiatives have recently been implemented. These include:

- Removing the requirement on Railway Group

members (primarily Network Rail) to submit a bulk report each month to the Rail Accident Investigation Branch (RAIB) for its Schedule 3 events. This process is now automated from SMIS and has resulted in this data being electronically transferred into the RAIB's database.

- ORR/HMRI has informed the industry that from 1 April it uses its limited access to SMIS as a means for monitoring duty holders' responses to RAIB recommendations. It is expected that this will substantially reduce the number of requests that ORR/HMRI need to make on duty holders for information on the progress of these recommendations.
- Following a meeting between the RSSB and South West Trains (SWT) Executive Teams, RSSB has designed a significant number of bespoke reports generated direct from SMIS that SWT intends to use to form the basis of its Key Performance Indicators (KPIs). RSSB can offer a similar service to other duty holders if they are interested.

In addition to these initiatives, it is planned to upgrade SMIS further in the summer. This upgrade, known as SMIS 7.1, will consist of approximately 20 'minor' and 'medium' sized enhancements as requested by users.

A summary of the expected benefits of SMIS 7.1 to the industry is shown below:

- Meeting Network Rail's KPI requirements.
- Update the on-line help to include the SMIS Matrix, RAIB guidance and revised Railway Group Standard GE/RT8047.
- Remove the Railway Safety Case (RSC) scope option from all functionality.
- Recommendation tracking - include the ORR comments on industry progress.
- The ability for another investigation to be created by a non-owning organisation so that a company's own recommendations can be added.
- A number of changes to the recommendation tracking module to meet Network Rail's requirements.
- Inquiry search results to include brief description and the ability to search by inquiry type.
- Alerts – remove unused functionality.
- Person object – relocate a number of workforce fields to improve system performance.
- Improve the level crossing and bridge registers.
- Irregular working – implement a number of items left over from the SMIS 7 project.
- To improve system response times, allow users to switch off the 'rules engine' per event, and provide the ability to record large numbers of injuries without having to create multiple person objects.

Please contact **Jeff Brewer, SMIS business manager** on **020 7904 7509** at jeff.brewer@rssb.co.uk for further information.