



INFORMATION BULLETIN

Research programme funding approved

The Department for Transport (DfT) has now confirmed that funding will be available for the rail industry research programme managed by RSSB, for 2007/08 and 2008/09. The commitment to funding shows that the DfT recognises both the value of the research to the rail industry, and the management role of RSSB. The Department has also taken the step of enabling RSSB to carry forward underspend between financial years. Taken together these commitments enable the programme to carry on at a level similar to its current activity. RSSB will continue to work closely with stakeholders in the industry to define specific research needs and identify projects that will deliver the greatest benefit and for which there is a strong case. Working with stakeholders is essential to ensuring that the outputs from research are implemented and the full potential benefits realised.

Retirement and Appointments

Aidan Nelson, Director Policy and Strategic Initiatives will be retiring from RSSB in April 2007, after what will then be approaching 35 years in the railway industry.

Len Porter has reviewed the structure of the company and made the following senior management appointments. In addition to Len Porter and Anson Jack, there will be three new designate directors, Andrew Sharpe, John Abbott and Helen Goodman. Their responsibilities, as defined by the existing RSSB departmental structure, will be as follows:

Anson Jack	Risk and Safety Intelligence Safety Policy (Including Strategic Safety Plan and Safety Decisions Programme) Research and Development
Andrew Sharpe	Delivery Units System Coordination Standards Management New Systems

John Abbott

ROGs Duty of Cooperation
National Initiatives and Programmes (Including RISAS, NIRS, Sustainable Development and Safety Management Systems)

Helen Goodman

Communications
Finance and Commerce
Human Resources
Business Operations

Len Porter and Anson Jack will be the two executive directors who will be full members of the RSSB Board after April 2007.

Whilst the new designate directors will be working to effect a smooth transition, full implementation of the change is planned for 9 April 2007. In the meantime the current management arrangements remain in place.

Standards News

Publications and Withdrawals in the Railway Group Standards Catalogue – Issue date October 2006

New or Revised Publications:

- **GE/GN8532** - Guidance on Railway Fog Signals – Issue 2
Provides guidance on the supply, control and disposal of railway fog signals.

Rule Book

- **GE/RT8000/AM** - Rule Book Amendments Module – Issue 3
- **GE/RT8000/T4** - Possession of siding for engineering work – Issue 2
- **GE/RT8000/T7** - Safe systems of work when walking or working on or near the line – Issue 3
- **GE/RT8000/SP** - Speeds – Issue 2
- **GE/RT8000/DC** - DC Electrified Lines Instructions – Issue 1
The introduction of DC supersedes GO/RT3091, DC Electrified lines instructions.
- **GE/RT8000/GSM-R** – Global Systems for Mobile Communication – Railways (GSM-R) – Issue 1



In addition, 3 documents associated with Rule Book modules were re-issued:

- Issue History sheet
- Index
- Rule Book Briefing Leaflet

Withdrawn Publications

Withdrawals - the measures in these documents are the responsibility of a single duty holder and are therefore out of scope of a Railway Group Standard. They are therefore withdrawn as part of the Strategy for Standards Management.

- **GC/RT5202** – Vegetation – Managing the Risks
- **GI/RT7008** - Pipelines, Buried Services and Undertrack Crossings
- **GC/RC3500** - Pre-Planned Temporary Block Working
- **GO/RC3501** - Temporary Block Working in Emergencies
- **GO/RT3352** - Lookouts and Site Wardens
- **GO/RT3091** - DC Electrified lines instructions – Superseded by GE/RT8000/DC

For more details on changes these standards, please refer to the www.RGSONline.co.uk or contact **Marie Marks, Head of Standards Management** on **020 7904 7588** or email marie.marks@rssb.co.uk.

Revision of GE/RT8270 Route Acceptance of Rail Vehicles including changes in Operation or Infrastructure

In an item on the 'Impact on vehicle Acceptance Bodies following approval of a Non-Compliance Pending Standards Change against GM/RT2000' in October's Information Bulletin, it was noted that a workstream was underway to revise the requirements within GE/RT8270 to better align the standard with the Interoperability & Safety regulations.

The revision is being taken forward by a drafting group made up of representatives from all parts of the industry. Whilst good progress is being made, it is clear that the target date quoted in October's Information Bulletin will not be achieved because of the scale and complexity of the changes required to GE/RT8270.

A revised programme for this project will be published in the RSSB Standards Programme. A copy of this programme is available at <http://www.rssb.co.uk/revdev.asp>.

For more details contact **Cliff Cork, Principal Rolling Stock Engineer** on **020 7904 7654** or email cliff.cork@rssb.co.uk

New Standard for Accident Investigation – GO/RT3473 issue 3

The new standard for accident and incident investigation, GO/RT3473 issue 3, will come into force on 6 January 2007 with a final compliance date of 31 March 2007. It applies only to accidents and incidents where more than one duty holder is involved.

The new standard represents the rebalancing of responsibilities for system safety between the infrastructure manager (Network Rail) and railway undertakings (train operators), brought about by the implementation of the Railways and Other Guided Transport Systems (Safety) Regulations (ROGS) in October 2006. It aligns the industry's needs for effective investigation with the need for a proportionate use of resources: at present, nearly 75% of investigation resources are devoted to 1% of risk (Signals Passed at Danger risk). It also takes account of the establishment of the Rail Accident Investigation Branch. The changed mandatory requirements align with RSSB's Constitution Agreement. RSSB continues to support the industry's safety learning processes but will no longer lead and manage formal inquiries.

From 6 January there will be two levels of investigation: formal and local. The standard sets out criteria for deciding which level should be used and which type of organisation (infrastructure manager or railway undertaking) should lead the process. It provides for independent leadership of investigations as well as independent technical input. RSSB is available to advise duty holders who think this would help their investigation processes and can provide, on request, an independent chair or technical expert.

The new standard simplifies investigation reporting requirements (for example, for a low risk SPAD the SPAD report form used for input to SMIS could be sufficient) but also carries forward arrangements for trades union involvement in the formal investigation process and the exclusion of authorities with a prosecuting role, such as the police or HMRI.

The new standard is designed to facilitate co-operation between Infrastructure Managers (Network Rail) and Railway Undertakings (TOCs and FOCs) under regulation 22 of ROGS. As such, it is drafted in a way which encourages agreement rather than imposing detailed process or rigid decision criteria.

The guidance note on accident and incident investigation, GO/GN3673, has been reissued at the same time as the standard.

Under the rapid response procedure, which was used for this document, RSSB is required to review the document under the normal standards change procedure and this process has begun. TOM Standards Committee has requested that the scope of the review includes the SPAD investigation standard, GO/RT3252, to merge the investigative and safety learning issues into GO/RT3473 and separate the operational content associated with managing SPAD incidents.

For further information please contact **Richard Evans, head of operations and human factors** on **020 7904 7633** or email: richard.evans@rssb.co.uk



Europe

RSSB coordinates and facilitates the industry involvement in the development of European Standards, and progress here is reviewed periodically by the industry standards co-ordination committee.

In support of this effort, RSSB has developed a TSI Status Summary chart that lists all of the High Speed and Conventional TSIs that have been 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 NNTRs. This chart is available from www.rssb.co.uk/europe_tsi.asp.

RSSB has also produced a chart that attempts to document British participation in the work of the European standards bodies (CEN/CENELEC and ETSI). This chart represents RSSB's understanding of the different committees and groups that are involved with European standards work, and of the GB-based individuals who are involved in each of these committees. The chart is available from www.rssb.co.uk/europe.asp.

RSSB makes every effort to keep both charts up to date, but we rely on information from the industry 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.

If that doesn't sort out the issue – let me know. **Anson Jack, director, standards** on **020 7904 7703**.

Montréal Level Crossing and Trespass Report

The ninth international level crossing safety and trespass prevention symposium took place in Montréal, Canada, from 10 – 14 September 2006. RSSB had been represented on the International Technical Program Committee, by Aidan Nelson. A delegation of British representatives was involved, presenting research directly and indirectly funded by the RSSB-managed research and development programme. These included representatives from Network Rail, Arthur D Little, Community Safety Partnerships, Halcrow, Human Engineering, Scott Wilson, and RSSB. This co-ordinated series of inputs raised the profile of the current British research programme at a conference which was both well attended, with over 200 delegates from 35 countries,



and very well organised by the Canadian hosts. The next symposium is to be hosted by UIC in Paris in June 2008 and RSSB is already involved in planning activities, which will coincide with the conclusion of the Safer European Level Crossing Appraisal and Technology (SELCAT) programme in which RSSB are active participants. More of this particular project later.

The presentations which covered research activities were as follows:

Aidan Nelson	Cost as a barrier to level crossing enhancement
Jonathan Whymark	Improving road user and pedestrian behaviour at level crossings
Michael Woods	The economics of level crossings
John Barker (A D Little)	Station and barrow crossings
Nicola Forsdike (Halcrow)	Reducing level crossing risk
Sue Nelson (Community Safety Partnerships)	Tackling inappropriate behaviour on Britain's railways
John Orchard (Scott Wilson)	Trials of median strips
Claire Turner (Human Engineering)	Anti-trespass research

Aidan Nelson was a panellist in the opening plenary session and gave a wide ranging review of the risks and what was being done to manage them.



Wallace Weatherill of Network Rail gave a keynote address in the national programmes section on the 'Development of research and national initiatives to support strategies for improved level crossing management and safety in Great Britain' in which he featured the research programme and the work of the National Level Crossing Safety Group as well as Network Rail's many initiatives including its advertising campaigns. He pointed out that the large number of contributions emanating from Britain and the level crossing research programme demonstrated that we 'have joined up thinking and work collaboratively together'.



Roman Slovak of the University of Braunschweig in Germany presented the details of SELCAT in which Birmingham University, Network Rail and RSSB are all involved. RSSB is leading one of the five work packages – on risk assessment, data collection and modelling techniques, and SELCAT presentations will form the first day of the Paris symposium in just under two years' time.

On the last day there were a number of technical visits to local grade crossing sites in and around Montréal. For more information contact **Michael Woods, head of operations research** on **020 7554 4604** or email **michael.woods@rssb.co.uk**

ROGS Annual Reporting and CSIs

RSSB is compiling common safety indicators (CSI) to help companies meet the requirements of the Railways and Other Guided Transport Systems (Safety) Regulations 2005 (ROGS). A dry run, covering the first six months of 2006, has shown that RSSB are well prepared for when the process 'goes live' in 2007.

The CSIs are a set of harmonised statistics that have been developed by the European Rail Agency. As such, they will:

- Facilitate the assessment of performance against common safety targets.
- Assist the monitoring of the general development of railway safety.
- Allow meaningful comparisons to be made between European member states.

RSSB will extract most of the information from SMIS on the industry's behalf, thus ensuring a consistent approach and avoiding duplication of effort. Safety managers will be asked to validate the data relating to their operations and supplement it with information not held in SMIS. The response to the dry run has been positive, with most finding the process relatively straightforward.

CSI data for the full 12 months of 2006 will be sent to safety managers by 9 March 2007 for validation and submission to the ORR (as part of an annual safety report) by 30 June 2007. Following this, RSSB will provide companies with quarterly updates so that performance can be monitored on an ongoing basis.

It is anticipated that definitions will be fine-tuned during the first year of reporting. When they have been finalised, RSSB will consider the development of SMIS to make it more compatible with ERA definitions and to allow easier extraction of CSI-relevant data.

In addition, RSSB has been working with the ORR to develop guidance on how safety managers can fulfil their responsibilities in relation to the annual reporting requirement in ROGS (regulation 20 (a), (b), (c), (d) and (e)). The guidance will be presented to the industry for comment during December.

For more information, contact **Marcus Dacre, acting safety intelligence strategy manager**, on **020 7983 6752**, or email **marcus.dacre@rssb.co.uk**

Events

Date	Name of event	Location
14 March 2007	Community Safety Forum	Aston Villa Conference Centre, Aston, Birmingham
29 March 2007	Simulation Seminar	Aston Villa Conference Centre, Aston, Birmingham
19 - 20 June 2007	Risk Management Forum	Nottingham
Summer 2007	Sustainable Development Conference	tbc

If you would like to receive further information about these events please contact **Kerry Taylor, conference manager** on **020 7904 7934** or email **kerry.taylor@rssb.co.uk**.

Spotlight

ASPR 2006

Like its predecessor, the Annual Safety Performance Report (ASPR) for January-December 2006 will be produced by RSSB entirely in-house.

RSSB shall build on the improvements introduced last year, the main thrust of the report being how the industry has performed against the areas identified in the Strategic Safety Plan for 2006. RSSB will also provide data and intelligence to help members in their management of safety, focussing on the risk to passengers, the workforce and members of the public, along with specific topic areas – such as level crossings.

The report production schedule will run from January to April, finishing with presentations to the industry and wider stakeholder groups in May 2007. During the analysis period, RSSB will be contacting member organisations for information and assistance, using the channels of communication that were opened last year and broadened during the recent run of safety performance reports. This will enable the inclusion of up-to-date information on local initiatives, which will engender the sharing of ideas and promote best practice throughout the industry.

If you have any questions, or if there are any issues or items of interest that you think may be relevant to the 2006 ASPR, please contact **Marcus Dacre, acting safety intelligence strategy manager**, on **020 7983 6752** or email **marcus.dacre@rssb.co.uk**