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Rail industry agrees RISAS policy on bogies to reduce costs

One of the first major steps has been taken towards cost reduction, and allowing reinvestment of millions of pounds and person-hours by the GB rail industry, by improving supplier assurance and removing duplication of audits.

The rail industry – including train and freight operating companies, rolling stock leasing companies (ROSCOs), and Network Rail – has come together to make a landmark decision, by individually requiring Railway Industry Supplier Approval Scheme (RISAS) certification of suppliers for bogie overhaul. The scheme provides definitive and authoritative supplier assurance to the industry – providing enhanced safety and reliability, but at the same time significant resource and associated cost savings.

The decision, agreed and facilitated through the Association of Train Operating Companies (ATOC) Engineering Council, formally comes into effect during 2010, and will affect all suppliers of bogie overhaul services.

The policy has full cross-industry support, including resolute backing from Network Rail, which itself operates rolling stock and is also set to specify RISAS for bogie overhaul services and other critical products and services on a rolling basis.

The move coincides with a reinvigorated business plan for RISAS for 2009-14 which has reinforced the opportunities to the rail industry to reduce costs and improve safety by using RISAS to help manage supplier assurance.

RISAS is a robust system for the assessment and certification of rolling stock maintenance, collaboratively developed by GB mainline rail companies through RSSB, and recognised by the Office of Rail Regulation (ORR) and Department for Transport (DfT). RISAS adds value to both clients and suppliers by offering a single, independent, universally recognised, rigorous assessment of a company's capability to provide critical products and services, so eliminating the duplication of other audits. This challenges the suppliers to demonstrate excellence across the entire

competence spectrum from office to shop floor, and supports the operation of a client's safety management system (SMS) in controlling risk and meeting the requirements of UK and EU legislation. It was originally developed as industry's collaborative response to Recommendation 24 in the Cullen report following the Ladbroke Grove accident.

Welcoming the industry decision, Angel Trains's Chief Operating Officer, Tim Dugher, the new chair of the RISAS Board said: 'It has independently been estimated that, overall, anything up to GBP 35million – or 375 person-years of effort - could be reinvested in other high value activities and quality by reducing the number of audits and approvals that suppliers currently face. RISAS contributes to this by providing rigorous and robust assurance, cutting out duplication and red tape.'

He added: 'The ROSCOs are keen supporters of RISAS. On bogie overhaul, the industry will benefit from RISAS becoming an integral part of its risk management regime, providing clear and transparent supplier assessments by competent independent bodies which support the operation of a client's safety management system in controlling risk. Repetitive assessments can be avoided and valuable resources are released to focus on other value creating activities. This product is expected to be but the start'.

Network Rail's Head of Supplier Assurance and Account Management Stuart Norfolk, also welcomed the move and said, 'The business case for suppliers of bogie overhaul services is strengthened by an industry wide consensus. This is an important initiative that will pave the way for further collaborative effort to bring greater clarity and consistency to supplier assurance requirements within the industry.'

RSSB facilitates the scheme on behalf of industry. RSSB's Director of National Programmes, John Abbott said: 'Industry is keen to pursue the RISAS philosophy at a more compelling pace, and clearly such potential to save and reinvest is highly attractive – particularly in the current economic climate. Bogie overhaul covers a potentially broad range of products and services required by GB rail – and so this is a big step towards an enhanced vision for RISAS. The new RISAS business plan

2009-14 reflects this vision and will see the industry take similar bolder steps in the years ahead.'

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For further information, please contact RSSB's press office, on 020 3142 5330/1/2 or email pressoffice@rssb.co.uk or visit the website at www.rssb.co.uk

Editors' Notes

1. The decision by the rail industry to specify RISAS for bogie overhaul products and services was made by individual TOCs but facilitated through the ATOC Engineering Council. Details are being communicated throughout the industry, including all bogie overhaul suppliers.

Media enquiries should be directed to the RSSB press office in the first instance – tel 020 3142 5330/1/2 or email pressoffice@rssb.co.uk or visit the website at www.rssb.co.uk

Technical enquiries on what this means for each individual TOC or individual supplier should be directed to the RISAS team:

Andy Tandy, RISAS scheme administrator at RSSB – tel 020 3142 5376 or email: risas.admin@rssb.co.uk

2. Research conducted by Arthur D Little for RSSB – 'Supplier Assurance Framework - Review and Analysis of Existing Supply Chain' published in November 2008, estimated that there is a realisable opportunity for the rail industry to save and reinvest up to GBP 35 million – or 375 person-years of effort - by improving the architecture for supplier assurance.
3. RISAS was collaboratively developed by GB mainline rail companies in response to recommendations made in the Public Inquiry report into the Ladbroke Grove accident (the "Cullen Report") The report recommended that:

"Suppliers of products or services of a safety-critical kind for use on, or in regard to, the railways in Great Britain should be required to hold an accreditation as a condition of being able to engage in that activity"

and

"The body[which became RSSB] should also be responsible for the accrediting of the suppliers of products and services and the licensing of individuals, subject to the supervisory activity of the safety regulator."

Following extensive consultation, RISAS was launched in May 2006.

4. The Railway Industry Supplier Approval Scheme (RISAS) is the GB main line rail industry's "not-for-profit" scheme for the assessment and certification of suppliers of critical products and services.

RISAS supports Network Rail, the passenger and freight train operators and other organisation that purchase critical products and services in connection with GB Railways (collectively the "clients") in their management of supply chain and asset maintenance risk. It provides an independent, rigorous assessment of a supplier's capability to consistently provide critical products and services in accordance with customer requirements.

RISAS "adds value" to both the clients and the suppliers by offering:

- A single, universally recognised assessment and certificate which reduces/ eliminates the need for audits by other third party schemes or individual client companies in GB.
 - Clear and transparent supplier assessments by competent independent bodies which support the operation of a client's safety management system in controlling risk.
 - Challenging assessments which support suppliers in meeting client requirements and demonstrating excellence.
 - Formalised mechanism for controlled feedback and resolution of customer product and service issues.
 - A robust system for the assessment and certification of rolling stock maintenance recognised by the Office of Rail Regulation (ORR) and Department for Transport which can also efficiently meet the requirements of the European Union Safety Directive.
5. Development and operation of RISAS is overseen by a formally constituted governance Board drawn from across the whole GB rail industry. This board is authorised by the Board of RSSB. Day to day support, operation and administration is undertaken by RSSB under the direction of the RISAS Board.
 6. RISAS should be used by all GB authorised SMS holders including Network Rail and all suppliers of critical products and services including rolling stock and infrastructure asset maintenance. It aims to deliver:
 - A rigorous and robust assessment of the industry's most critical suppliers - providing clear and transparent supplier assessments by competent independent bodies which support the operation of a client's safety management system in controlling risk.
 - A reliable and trusted tool for clients to use as part of their SMS so they can demonstrate that regulatory and legislative safety requirements are being met.



- Cost reductions for GB rail by reducing the number of client and supplier audits of products and services in the whole rail industry supply chain.
 - A system approach which specifically follows up and responds to supplier and product quality issues leading to sustained improvement in the quality of products and services in the whole rail industry supply chain.
 - Organisational learning that will lead to cultural changes within the rail industry.
7. RSSB builds industry-wide consensus and facilitates the resolution of difficult cross-industry issues. We provide knowledge, analysis, a substantial level of technical expertise, powerful information and risk management tools. This delivers a unique mix to the industry across a whole range of subject areas.