Vehicle/Train Control & Communications System Interface Committee

REMIT
Vehicle/Train Control and Communications System Interface Committee Remit

This remit should be read alongside the SIC Protocol – which sets out arrangements for all SICs in more detail

1. Establishment and purpose

1.1 System Interface Committees (SICs) have been established to assist the railway industry to manage all aspects of identified system interfaces within the scope of each SIC in the most effective, safe and cost-efficient way, as set out in the SIC Protocol.

1.2 SICs will identify solutions based on technical and economic evaluation and make recommendations which are in the best interest of the industry to the Technical Leadership Group (TLG), industry, including RSSB, or the Department for Transport as necessary. In so doing, recommendations should take into account the benefits to the industry as a whole, where the specific benefits will fall and the cost of implementing the recommendations.

1.3 A significant part of the V/TC&C SIC responsibilities is strategic, dealing with issues in Automatic Train Protection (ATP), Traffic Management (TM), Future Telecommunications & Positioning Systems. Its purpose is to:

- assist the railway industry in managing the vehicle/train control and communications interfaces in the most effective, safe and economic way;
- provide continuous improvement of train control system interfaces through monitoring performance, managing obsolescence, disseminating information, resolving issues and related activities;
- add value to existing assets by ensuring that at the system interface the most cost-effective solution is sought, compatible with balancing the needs of safety, security and performance;
- Actively utilise research to investigate new technology as well as improving the system interface for existing technology.

1.4 The SIC Protocol defines the governance, operation and management of System Interface Committees (SICs).

2. Functions and responsibilities

2.1 The functions and responsibilities of the V/TC&C SIC are to perform tactical and strategic roles including providing expert technical advice and guidance to support the Technical Leadership Group, other SICs and cross-industry groups to develop and deliver the Key Capability Work Packages in the Rail Technical Strategy (RTS) Capability Delivery Plan. For the detail on both the tactical and strategic scope of the V/TC&C SIC, see Appendix A.
3. Operation and management

3.1 V/TC&C SIC shall develop an annual report of its activities for the year in accordance with the SIC Protocol. The report will be provided to the RSSB executive and, for information, to TLG.

3.2 The RSSB executive will report broader SIC activities and related issues associated with the activities of the SIC to the RSSB Board.

3.3 Where support is required from RSSB, subgroups shall only be established with the authorisation of the RSSB executive and in accordance the SIC Protocol. The SIC will monitor the progress of the work of any subgroups, review their remits and communicate regularly with them. Proposals to revise the remits of subgroups shall, where appropriate, be subject to authorisation by the RSSB executive, taking into account the views and requirements of TLG. Established subgroups of V/TC&C SIC are set out in Appendix A.

3.4 V/TC&C SIC will document its activities in a work plan. The work plan will, as a minimum, provide a coherent agenda that links to the RTS.

3.5 V/TC&C SIC will develop a communications plan to support the dissemination of information to the railway industry (including the outcome of research, its benefits to industry and its implementation by industry) in co-operation with the other SICs.

3.6 The work plan and communications plan will be reviewed frequently, at least at the same time as this remit is reviewed.

3.7 The SIC acts as TLG’s technical authority in relation to implementation of RTS work packages relevant to the SIC, and provides its annual report to TLG for information. V/TC&C has close working relationships with the Digital Rail Programme and Standards Committees.

3.8 V/TC&C SIC members shall collectively provide expertise and strategic knowledge of:

- Train control systems
- Signalling
- Telecommunications
- Operations
- Rolling Stock

Other skill sets relating to Human Factors, Cyber Security, data and systems are drawn in when required.

4. Meetings

4.1 V/TC&C SIC shall meet approximately every four weeks unless the Chair considers there is insufficient business to justify a meeting.

4.2 The SIC Protocol sets out the industry categories that shall be represented on the SICs. The role of each member is to represent the views of the constituency to which they belong. The composition of the V/TC&C SIC is set out in Appendix A.

4.3 The SIC Protocol requires that at least three members (including the Chair) or authorised alternates must be present for the meeting to be quorate, including at least one member
representing an industry category. The quorum will be established at the beginning of each meeting.

4.4 For V/TC&C SIC, the members who must be present for the meeting to be quorate are:
  • 1 x Passenger train operator
  • 1 x Rolling stock owner
  • 1 x Non-passenger train operator
  • 1 x Supplier
  • 1 x Infrastructure Manager
  • 1 x RSSB

4.5 If the meeting is not quorate, absent members will have two weeks after issue of the draft minutes of the meeting to make an objection to any decision taken in the meeting. If no such objections are made the decision will stand.

5. Evaluation and review

5.1 V/TC&C SIC shall undertake an annual self-assessment of its performance in delivering its activities and provide the results of the assessment to the RSSB executive. If the review concludes that the SIC no longer has sufficient business to warrant remaining active, the Chair shall recommend that the group is closed and make arrangements for any outstanding business to be transferred to another appropriate committee.

5.2 V/TC&C SIC shall review its remit at least once every 12 months, including a review of the appropriateness of its membership and ensuring that existing and new activities align with:
  • RSSB’s Strategic Objectives
  • RSSB’s current Business Plan (updated annually)
  • the Key Capability Work Packages in the RTS Capability Delivery Plan

5.3 New and modified remits shall, where appropriate, be subject to authorisation by the RSSB executive, taking into account the views and requirements of TLG.

5.4 If the committee considers that its membership, skills or experience are no longer appropriate or sufficient to operate effectively, it shall take steps to rectify the situation.
Appendix A  Committee’s coverage, composition and subgroups

A.1  The scope of the V/TC&C SIC

A.1.1  Where appropriate, the scope of a SIC may include relevant aspects of human factors, managerial, and process issues as well as technical engineering matters.

A.1.2  The scope of the V/TC&C SIC includes three general areas:

- Train control and traffic management systems
- Signalling
- Telecommunications

A.1.3  It is concerned with the system interface between ground-based sub-systems and vehicle-based sub-systems. These systems include but are not limited to:

- European Rail Traffic Management System (ERTMS) / European Train Control System (ETCS)
- Legacy train protection systems (including Great Western Automatic Train Protection [ATP], Chiltern ATP, Train Protection Warning and System [TPWS], Automatic Warning System [AWS], KVB and TVM430)
- Train detection (but excluding the geometry of the wheel-rail interface)
- Train location and positioning systems (terrestrial and satellite)
- Selective door operation (SDO)
- Electromagnetic Compatibility (EMC)
- Global System for Mobile Telecommunication – Railways (GSM-R)
- Fixed and mobile communication systems for operational and commercial purposes
- Control-command and signalling (CCS) asset management
- CCS Defect Recording Analysis and Corrective Action System (DRACAS)
- Traffic management (including Driver Advisory Systems and degraded mode control system [COMPASS])
- Automatic train operation.

A.1.4  The strategic scope of the V/TC&C SIC includes contributions primarily to the following Rail Technical Strategy work packages:

- Work package 01 - KC01 Running trains closer together, KC07 Services timed to the second
- Work package 02 - KC02 Minimal disruption to train services
- Work package 07 - KC08 Intelligent trains

A.2  Composition of the V/TC&C SIC

A.2.1  Industry categories that are entitled to have a member on SICs are set out in the SIC protocol.
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A.2.2 For V/TC&C SIC the membership consists of:

- 1 x Passenger train operators
- 1 x Non-passenger train operators
- 4 x Network Rail and other infrastructure managers
- 1 x RSSB
- 1 x Suppliers (RIA)
- 1 x Rolling Stock Owners
- 1 x Rail Research UK

A.2.3 Observers are invited from:

- Office of Rail and Road
- Department for Transport

A.2.4 The current membership list can be found on RSSB’s website (V/TC&C SIC page). The SIC Protocol sets out more details on membership.

A.2.5 Note: To maintain the independence of the Chair, the constituency to which the Chair belongs may appoint another member to the committee so that the views of that constituency are represented.

A.3 Subgroups

A.3.1 The V/TC&C SIC is supported by the following subgroups:

- Automatic Warning System Working Group (AWS WG)
- Chiltern ATP
- Combined Position Alternative Signalling System (COMPASS) Phase 2 Cross Industry Steering Group
- Driver Advisory Systems (DAS) Board
- Defect Recording Analysis and Corrective Action System Sub-Group (DRACAS SG)
- Electro Magnetic Compatibility Subgroup (EMC SG)
- Future Communications and Positioning Systems Advisory Group (FC&PS AG)
- Future Traffic Regulation and Optimisation Programme Control Board (FuTRO PCB)
- Great Western Automatic Train Protection User Management Group (GW ATP UMG)
- Train Control Technical Sub Group (TCTSG)
- Train Protection Strategy Group (TPSG)
- Vehicle Communications Advisory Group (VCAG)