REMIT

Train Protection Strategy Group (TPSG)

This remit should be read alongside the **SIC Protocol** – which sets out arrangements for all SICs and their Subgroups 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 SICs may establish subgroups to carry out work in support of their purpose. The remit of each subgroup shall reflect the practice for SICs set out in the **SIC Protocol**, unless the SIC determines that it is inappropriate to do so for the purpose of a particular group.
   1.4 The purpose of the V/TC&C SIC Train Protection Strategy Group subgroup is to …
      - Develop and monitor the industry Train Protection Strategy.
      - Review the application and use existing train protection systems.

Train protection systems act to prevent or mitigate the risk from a train movement exceeding safe limits. To achieve this, a train protection system automatically applies a train’s brakes should a driver pass the limit of movement authority, such as a stop signal at danger or end of authority or approaching a signal at excessive speed. Systems can also prevent a train’s speed exceeding that permitted on specific sections of the route or at junctions.

1.5 The **SIC Protocol** defines the governance, operation and management of SICs and their subgroups.

2. Functions and responsibilities
   2.1 The functions and responsibilities of the V/TC&C SIC TPSG Subgroup are to:
      - Review the use of existing train protection systems as information about the implementation of ERTMS becomes available.
      - Develop the industry Train Protection Strategy to reflect the change in risk profile as other protection systems are implemented and to review the mitigations provided to control the change to the overall risk profile.
      - Review the proposed migration of train protection systems to ERTMS, making recommendations as / if necessary.
      - Sponsor research on behalf of V/TC&C SIC on train protection systems, as directed.
The RSSB Board has requested the group to specifically consider:

- Whether the existing train protection systems continue to comply with the relevant regulations and advise the industry as appropriate to ensure continued compliance with the Railway Safety Regulations.
- Whether the train protection systems remain fit for purpose in the long term given that, on the basis of the implementation plan for new train protection systems (ERTMS), the existing train protection systems may be in operation for some decades to come and well beyond their initial life expectancy.
- Review and advise the industry if the risk controlled by the current train protection systems remains ALARP and if it is it likely to remain so in the future, notwithstanding technical evolution.

The group must propose funding arrangements for any actions recommended.

The TPSG should monitor the risk associated with failure of existing train protection systems including the recognition that:

- Not all existing train protection systems fail safe
- Not all existing train protection systems guarantee a train will stop in the overlap following a SPAD
- Human-machine interfaces for the train protection systems can lead to the driver misinterpreting the reason for an intervention
- Train protection systems suffer from obsolescence and ageing
- There will be transitions between different train protection systems
- There is a need for backward and forward compatibility where practical
- There may be other risks that are identified.

2.2 A SIC subgroup may also support the V/TC&C SIC in 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 the scope of the V/TC&C SIC Subgroup, see Appendix A

3. Operation and management

3.1 The V/TC&C SIC TPSG Subgroup is only permitted to create other groups with the approval of the V/TC&C SIC, and with the authorisation of the RSSB executive where RSSB support is required, and in accordance with the SIC Protocol.

3.2 The V/TC&C SIC TPSG Subgroup will report on its activities to the V/TC&C SIC following each subgroup meeting.

3.3 The activities of the V/TC&C SIC TPSG Subgroup will be documented in the V/TC&C SIC work plan. The work plan will, as a minimum, provide a coherent agenda that links to the RTS and to other aspects of the V/TC&C SIC scope.
3.4 Communication of the outputs of the V/TC&C SIC TPSG Subgroup will be included in the V/TC&C SIC’s communications plan. This will be developed 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.

3.5 The work plan and communications plan will be reviewed by the V/TC&C SIC and the TPSG Subgroup frequently, at least at the same time as this remit is reviewed.

3.6 Relationship to any other groups.

TPSG has relationships with:

- Traffic Operation and Management Standards Committee (TOM SC) – Operational aspects of train protection systems and the standards relating to them.
- Train Control Technical Sub Group (TCTSG) – The purpose of the TCTSG is to assist the railway industry, under the direction of V/TC&C SIC, to manage technical and operational aspects of train control and train protection systems and system interfaces in a safe, cost effective and efficient way.
- Other groups and organisations as and when the need arises.
- The Organisation chart in Appendix B outlines TPSG’s relationships to other groups.

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

- Equipment Design / Engineering / Installation / Testing;
- Equipment Operation / Isolation;
- Equipment Maintenance;
- Equipment Performance (operational and safety);
- Configuration Control;
- Equipment Migration;
- TPWS, ATP, ERTMS and other relevant train protection systems expertise;
- Train protection system data;
- Risk modelling, analysis and assessment;
- Human factors;
- New train protection technology development.

3.8 The subgroup will cease to exist if V/TC&C SIC so determines. This is likely to occur once remaining strategic issues are either concluded or robust plans produced which meet with industry stakeholders’ agreement, in particular the ORR.
4. Meetings

4.1 V/TC&C SIC TPSG Subgroup shall meet approximately every three months unless the Chair considers there is insufficient business to justify a meeting. Additional meetings may also be called if the need arises.

4.2 The SIC Protocol sets out the industry categories that shall be represented on the SICs (including subgroups). 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 TPSG subgroup 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 TPSG Subgroup, the members who must be present for the meeting to be quorate are:

- The Chair
- 1 x infrastructure manager
- 1 x train operator
- 1 x rolling stock owner
- 1 x RSSB
- 1 x technical expert

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 own, and its subgroups’, performance in delivering its activities and provide the results of the assessment to the RSSB executive. If the review concludes that the V/TC&C SIC TPSG Subgroup no longer has sufficient business to warrant remaining active, the Chair of the V/TC&C SIC shall recommend that the group is closed and make arrangements, if necessary, for any outstanding business to be transferred to another appropriate committee.

5.2 If the TPSG Subgroup considers that a change to its remit is needed, it shall make a proposal to the V/TC&C SIC. New and modified remits shall be subject to endorsement by the V/TC&C SIC and, where appropriate, authorisation by the RSSB executive, taking into account the views and requirements of TLG.

5.3 If the subgroup 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  Subgroup’s coverage, composition and subgroups

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

A.1.1  The scope of the TPSG subgroup includes:

The group’s success will be determined by the extent to which industry and its stakeholders are satisfied that train protection strategic issues are being proactively managed in a satisfactory way.

Specific responsibilities of the group to ensure that the principal requirements for train protection systems are properly specified, include:

- Safety requirements;
- Non-safety requirements including performance;

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

A.2.1  Industry categories that are entitled to have a member on SICs (including subgroups) are set out in the SIC protocol.

A.2.2  For V/TC&C SIC TPSG subgroup the membership consists of:

- Rail Delivery Group (RDG)
- Passenger Train Operators
- Freight operators
- Infrastructure Manager (represented by Network Rail)
- Suppliers (by invitation)
- ROSCOs
- RSSB

Additional attendance at meetings may be sought by the TPSG should the need arise to cover areas where additional expertise is required.
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. 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.

Appendix B
Organisation Chart

V/TC&C SIC and Sub Group Management Diagram