REMIT

1  ESTABLISHMENT AND PURPOSE

1.1 The Heritage Train Risk Group (HTRG) supports industry stakeholders involved with the operation of heritage trains (as defined by the RSSB heritage standards) on the GB mainline railway (mainline heritage train services) and was established at the request of the Office of Rail and Road due to the Category ‘A’ SPAD that occurred at Wootton Basset junction, Wiltshire in March 2015 (referred to at that time as the Charter Train Safety Group). HTRG is a niche risk group reporting to Train Accident Risk Group (TARG) aligned to the ‘Leading Health and Safety on Britain’s Railway (LHSBR)’.

1.2 HTRG is the lead industry coordination group in the ‘Leading Health & Safety on Britain’s Railway strategy’ in the niche area of mainline heritage train services for the following risk themes:

   Section 5 Station operations
   Section 7 Workforce safety (operations)
   Section 10 Train operations
   Section 12 Rolling stock asset integrity

1.3 The group also supports the safe and efficient operation of mainline heritage train services that do not adversely affect the safe and efficient operation of regular mainline services but promote a positive image of railways to the general public.

2  FUNCTIONS AND RESPONSIBILITIES

2.1 The functions and responsibilities of HTRG are to support:

a) Ongoing monitoring of safety performance and related issues for heritage train operations on the GB mainline railways

b) Highlighting of emerging issues affecting the mainline heritage industry and provision of specialist support for one-off projects such as introduction of ERTMS.

c) Advising RSSB on its products, services and work programmes specific to the risks arising from the operation of mainline heritage train services.

d) Supporting RSSB’s engagement and communication with other industry stakeholders, who could potentially be affected by the operation of existing or new mainline heritage train services.

e) Assistance to new entrants to the mainline heritage sector.

f) Sharing of relevant learning and good practice

2.2 HTRG scope includes:

Monitoring the strategic risk profile associated with

a) heritage train accidents and incidents on the national rail network (excluding at level crossings) related to human error, equipment failure, environment, trespass or vandalism, and on any other risks as directed by SSRG.

b) Workforce Health, Safety & Welfare - Operations (excluding workforce assaults and trauma), with specific reference to the unique aspects of mainline heritage train services, including risks arising from the maintenance, preparation and operation of steam locomotives and presence of volunteers, non-railway industry personnel, etc.

c) Risk to passengers, members of the public and members of workforce at stations and onboard heritage trains; this includes

   • Slips, trips and falls

   • Platform train interface when boarding and alighting
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- Platform train interface when not boarding and alighting including risks arising from over-crowding, distraction (due to the presence of a heritage locomotive) and passengers who may be infrequent rail users
- Use of increasingly unfamiliar features such as slam door stock fitted with secondary locking devices and droplight windows
- Assistance to mobility-impaired passengers
- Servicing of heritage locomotives and stock, particularly at other operators’ sidings and depots (provision of compatible facilities, unusual needs, etc)

d) Station operations, this includes
   - Liaison with station operators for safe management of heritage train services using stations not designed to accommodate large, loco-hauled formations, including platform-train interface issues
   - Liaison between station operators and heritage train staff including stewarding, marshalling and directing heritage train passengers and safe train dispatch.

2.3 HTRG is an advisory group providing information by creating a platform for collaboration and exchange of information in the niche industry sector of mainline heritage train services. This group does not have, or discharge, any safety management responsibilities on behalf of duty holders. Responsibility for the management of company safety obligations remains with duty holders.

2.4 HTRG can identify and sponsor improvement opportunities including research and RSSB-facilitated products and services. Where this requires RSSB’s resource, the approval of the RSSB Director of System Safety and Health will be needed.

3 MEETINGS

3.1 HTRG shall meet approximately every three months unless the Chair considers there is insufficient business to justify a meeting.

3.2 The group shall make targeted recommendations within the scope of its remit by consensus of those present (consensus being defined as lack of sustained objection).

3.3 The RSSB Director of System Safety and Health, in consultation with the SSRG Chair, will appoint the Chair of its specialist groups.

4 OPERATION AND MANAGEMENT

4.1 HTRG shall provide a quarterly update of its activities for SSRG.

4.2 HTRG will document its activities in a work plan. The work plan will, as a minimum, provide a coherent agenda that links to the LHSBR.

4.3 HTRG will develop a communications plan to support the dissemination of information to the mainline heritage sector and other affected stakeholders in the railway industry.

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

4.5 Where support is required from RSSB, subgroups shall only be established with the authorisation of the RSSB Director for System Safety and Health.
5 EVALUATION AND REVIEW

5.1 HTRG will support TARG in undertaking an annual self-assessment of performance against HTRG’s own remit and maturity.

6 MEMBERSHIP

6.1 Membership comprises of a cross-section of members with expertise relevant to the group’s scope of interest, plus invited guests and observers, as required, to enhance the effectiveness of the group.

6.2 Specialist skills and knowledge required of members

- Engineering and Operation of heritage rail vehicles and trains (as described in RIS-3440-TOM, RIS-4472-RST, RIS-2003-RST)

6.3 Members who must be present for the meeting to be quorate:

- RSSB
- Network Rail
- Heritage Train Operator (at least one)
- Heritage vehicle Owner (at least one)

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