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1 Introduction

1.1 Purpose of this report

Leading Health and Safety on Britain’s Railway (LHSBR) is the strategy adopted by Britain’s rail industry to identify areas where specific initiatives may reduce harm and to be a reference point for industry collaboration in relation to health and safety management on the railway. The strategy covers 12 priority risk areas and nine areas of capability improvement.

This report has been published by RSSB, with input from industry, to give an overview of progress in implementing the LHSBR strategy, as agreed at the System Safety Risk Group (SSRG), the Health and Wellbeing Policy Group (HWPG) and the Industry Health and Safety Meeting (IHSM). The report aims to:

- Share information
- Provoke discussion
- Elicit feedback
- Help monitor cross-industry activity
- Improve the industry’s safety, health and wellbeing performance

RSSB welcomes comments on this report – in particular, where stakeholders are aware of significant industry activity which is relevant to LHSBR, but which does not appear herein. Such feedback will enable us to improve the coverage and usefulness of future editions. Please see the Risk Groups and Contacts section at the end of the report for contact details.

2 General

2.1 Health, safety and wellbeing collaboration

The Rail Delivery Group (RDG) is responsible for leading industry in the implementation of the LHSBR strategy. RSSB provides support by independently monitoring safety performance and implementation of the strategy and through independent thought leadership, expertise, information and data analysis.

The System Safety Risk Group (SSRG) promotes industry collaboration on safety issues aligned to the risk areas in LHSBR. The Health and Wellbeing Policy Group (HWPG) promotes industry collaboration on health and wellbeing issues. Figure 2.1 shows these relationships in diagrammatic form.
The Industry Health and Safety Meeting (IHSM) is the whole industry leaders’ meeting to systematically and collectively examine and collaborate on the risk and management capability areas in LHSBR. IHSM is an RDG-led meeting, hosted by RSSB and collaboratively managed by both organisations. The most recent IHSM was held on 22 May. Key messages from the meeting were:

- Data suggests that demonstrable improvement is being seen where the industry is focussing efforts. Examples and initiatives within the areas of road driving, level crossings and the platform-train interface were cited.
- To continue to be the safest major railway in Europe we must avoid complacency and challenge each other. The industry operates as a system and all parties impact each other. Although our focus on health and wellbeing is improving we have much more to do. To achieve the things we need to as an industry we need to work together.
- Fundamental change is coming, and the use of technology will help us transform as an industry. The application of technologies will improve safety in many areas and we must work collectively with all industry partners to fully realise the benefits.
- To achieve the improvements needed in health, safety and wellbeing it is critical that we engage with our people, taking them with us. Again, this is about leadership, demonstrating commitment from the top but also listening and learning from our people.
3 Workforce Health and Wellbeing

3.1 Key data

RSSB has received the first data from companies taking part in the pilot to bulk upload Health and Wellbeing data aiming to collect data across a basic set of health and wellbeing metrics. The results from this study will be published in November 2018, which it hopes will demonstrate the benefits of such analysis and build a case for ongoing data collection from a wider pool of organisations.

RSSB and HWPG will also be working with the Britain’s Healthiest Workplace (BHW) survey to consider other data sets. Following efforts from the H&W network, 19 rail companies are now working to input data into it BHW. RSSB will seek to analyse the rail-based data and share findings with the companies participating in this activity. Data from this work will become available later in 2018.

3.2 Industry activity

Research project T1085 *Research into common rail health environments and roles, and their impacts on employees’ health and wellbeing* has been published. This project aimed to deliver information that can enhance understanding of work related health and wellbeing risk. It focussed on four risk areas: silica dust, Hard Arm Vibration Syndrome (HAVS), musculoskeletal disorders (MSD), and abuse to staff.

This project provided:

- Expert risk assessment of the health hazards created in the rail environment; providing rail companies and their Health and Safety Managers with increased assurance in their company activities.
- Identification of good practice in the use of controls and health surveillance to enable proportionate and effective controls.
- Identification of gaps in management worthy of further work.
- Cost savings for RSSB members from avoidable duplication of effort.

RSSB has been developing a mental health programme to help members raise the profile and reduce the stigma of mental health. At the end of March RSSB organised a workshop bringing together Industry leaders in health, wellbeing and safety to consider and prioritise activities in this programme and to share evidence-based initiatives and good practice they have been implementing on the ground. Examples included deployment of the *Time to Change* campaign, *This is Me* initiative and the use of storytelling. To support Mental Health Awareness Week (14-18 May), RSSB joined the *This is Me* initiative and developed supporting case studies and resources for use by the industry. The Health and Wellbeing Policy group has established a Mental Wellbeing Policy sub group with the aim of encouraging continued collaboration in this area and maintain a learning network.
An interim output from research project T1124 *Understanding the conditions for successful mental health training for managers* has recently been published. The report summarises the review of the research base looking into the most appropriate training methods and content for mental health training for managers and has recently been disseminated at the Faculty of Occupational Medicine Conference. The project will now evaluate the impact of two approaches to delivering training for line managers; a half day face to face course and an e-learning module.

4 Public behaviour

4.1 Key data update

As shown in Figure 4.1 a total of 286 fatalities occurred in 2017/18 due to trespass and suicide.

![Figure 4.1 Fatalities due to trespass and suspected suicide](image)

*Figure 4.2 shows an increasing trend in reported trespass. The drivers for this are being investigated as part of the national Trespass programme.*
Figure 4.2 Trespass trend

National suicide data is now available to 2016, as seen in Figure 4.3. As a proportion of national suicides, suicides on railway property reduced from 4.2% in 2015 to 4% in 2016.

Figure 4.3 – Railway suicides compared with national suicides
As Table 4.1 shows data from the British Transport Police relating to the number of interventions recorded across the network showed that for the fourth consecutive year the number of interventions had increased. Since the commencement of the industry’s Suicide prevention programme 15,823 members of staff have received the Managing Suicidal Contact (MSC) training.

### 4.2 Key incidents

At 16:24 on 11 April, the driver of a Moorgate–Gordon Hill service reported that they had observed two juveniles running into the tunnel towards Old Street on the Northern City line. The juveniles in question were being chased by another group of juveniles. The driver further reported having stopped to pick them up. The train was met at Highbury & Islington by BTP.

At 06:48 on 14 April, the driver of an Ardrossan–Glasgow Central service reported a near miss with a person in the four-foot at Stevenston. The driver made an emergency brake application and the person subsequently climbed on top of the train, before suffering an electric shock from the OLE and falling to the ground. The driver was shaken and requested relief. By 08:14, the injured party had been taken to hospital with minor burns.

At 06:57 on 18 June, the driver of a Gillingham–London Victoria service reported what appeared to be mannequins in two bags near Cambria Junction. In fact, three adult males had been killed. It was later reported that they had accessed the track to apply graffiti, had crouched down to avoid being seen by the driver of the passing train, but were struck by its shoegear.
4.3 Industry activity – Trespass

At the last steering group meeting of the National Trespass programme on 13th June 2018, RSSB took an action to work with the National Trespass Programme Manager to develop a concise strategy paper for the trespass programme with a clear long-term improvement target, along with a set of complementary strategic objectives for the duration of the programme. This approach implies strong engagement across the industry to seek broad consensus and support for this target and the degree of industry effort, buy in and support for it. This will be sought through existing channels in particular through the work of the SSRG and its sub-groups, and the Industry Health and Safety Meeting.

There has been significant industry activity with the key focus being the preparation of a cross industry public awareness campaign launching in July. The campaign is targeted at males between 11 and 18 years old as they are statistically the most likely to be trespassers on the railway. Social media will be used to further target this campaign at 30 hotspots based on data provided by the National Disruption Fusion Unit (a partnership between Network Rail and BTP). Resources to support schools and community intervention work as well as resources to underpin communications with rail staff will be available from RSSBs website shortly.

A number of business cases are being developed to trial trespass reduction measures at locations with high trespass incidence rates.

The Trespass Risk Group (TRG) and Suicide Prevention Duty Holders Group (SPDHG) are exploring common themes in their activities and exploring where there is opportunity to work more closely. Both risk groups have identified the need to reinvigorate engagement with the Train Operating Sector in their work. As around 40% of suicides on the network are close to stations and there is significant trespass in the vicinity of stations, PTSRG will also seek to work with these groups to manage these risks.

4.4 RSSB support - Trespass

RSSB has reviewed and re-launched Controlling Trespass and Access from the Platform End: A Good Practice Guide and has continued to provide support for the industry Trespass Improvement Programme.

Trespass in yards depots and sidings was covered in Rail Safety Review #17, with plans to cover station trespass in #19.
4.5 Industry activity - Suicides

Through their relationship with the rail industry, Samaritans offer post-incident support to staff and customers following traumatic events. In the last eight years this support has been offered 2089 times and only taken up on 528 occasions. The industry’s own research highlights how significant post incident support is and SPDHG is exploring additional ways of offering post-incident support.

An update to an earlier review looking at why people take their lives on the railway in Great Britain has completed by Middlesex University. The aim of the update was to determine what new evidence has been published, what research gaps continue to exist and what this implies for future rail led research and practice in the suicide prevention arena. A copy of the review can be obtained on request by emailing suicideprevention@raildeliverygroup.com.

5 Station Operations

5.1 Key data update

Over the past 10 years there has been on average 285 passenger/public major injuries in stations or on trains. Over the same period, as Figure 5.1 shows the number of passengers the number of passenger/public major injuries on trains and in stations has been generally increasing. However, this has been in line with the general increase in use of the railway, as can be seen by the generally flat
shape of the normalised rate of major injuries. This year however has seen a notable increase in the number of major injuries reported, the majority of which are due to slips, trips and falls which have seen a 32% increase in 2017/18 from 2016/17.

An accident is considered to have occurred at the PTI if the incident resulted in the person wholly or partially crossing the boundary between the platform and the track, or the platform and the train (if present). The overall level of physical harm at the PTI increased by 7% in 2017/18 compared with the previous year. When considered separately, the level of physical harm for boarding/alighting events decreased slightly, while the level of harm from other accidents at the PTI increased by 32%.

Figure 5.2 shows that while the levels of harm from boarding and alighting events and from other events at the PTI are broadly similar in terms of overall FWI, the injury profile is very different. Fatalities while boarding or alighting are rare by comparison (there has been one such event during the past 10 years) while fatalities due to other accidents at the PTI have occurred each year. Over the period as a whole, there have been 38 fatalities at the PTI, not related to boarding or alighting trains.
5.2 Industry activity

In light of the rise in major injuries related with slips, trips and falls the People on Trains and Stations Risk Group (PTSRG) are going to initiate activity to address this issue.

PTSRG has sponsored a number of areas of research that are providing valuable insight and activity for the management of areas of Platform Train Interface (PTI) risk. These include:

- **RSSB’s T1059 Evaluating the use of on-train Driver Controlled Operation (Passengers) (DCO(P)) on-train monitors during station departures**, which has closed the open point in RIS-2703-RST regarding Driver Only Operated On-train Camera / Monitor (OTCM) systems images remaining on when the train is departing the platform.

- **RSSB’s T1085 Research into common rail health environments and roles, and their impacts on employees’ health and wellbeing.** Part of the research focused on workplace abuse which has gained insight into the level, type and reporting on workplace abuse.

- **RSSB’s T1147 The Health and Safety effects of crowding on trains and in stations.** This is a new research project that will follow on from the knowledge gathered during T1106 (*Updating guidance on managing crowding at stations and on train services*) as part of a wider review.

5.3 RSSB support

It has been recognised through industry feedback there is now a wealth of information regarding platform train interface and station risks. A sub group to PTSRG (PTI Strategy Working Group) has been tasked with undertaking a stock-take of existing tools, products and information and their implementation, with the aim of producing a ‘tool kit’ to assist members further embedding good practice.

Other activity also includes the support for the potential development of a new product to enable platform staff to stop a departing train in an emergency (Train Emergency Stop System-TESS).

6 Road Risk

6.1 Key data

As *Figure 6.1* shows that in the 2017/18 there were 146 reports of road traffic collisions to SMIS. There were no workforce fatalities however two members of the public were killed by a member of the workforce driving a vehicle. *Figure 6.2* shows the trend in harm.
Telematic data is starting to provide powerful key performance indicators such as overall mileage and driver behaviour. Network rail have reported seeing a reduction in overall mileage of fleet vehicles and a saving of around £60,000 per week on fuel.
6.2 Industry activity

The Road Risk Group (RRG) welcomed new members from Highways England, TfL and HS2. The new members bring a new dimension to the group and with the addition of Highways England, the opportunity to begin a collaboration between road and rail, and fully utilise the road safety management resources of ‘Driving for Better Business’ [www.drivingforbetterbusiness.com](http://www.drivingforbetterbusiness.com).

RRG is progressing with the sector engagement programme to raise awareness and focus the industry’s road risk activities towards addressing the key areas set out in the Road Risk section of the LHSBR strategy. A presentation to the RDG TOC safety forum meeting in June, resulted in improved awareness and understanding of the emerging road risk issues, with agreement to appoint a RDG Road Risk sponsor, and seek nominated road risk champions from each owning group.

The NFSG Road Risk Champions Group have now held two meetings and reported positive progress to pilot the Road Risk Scorecard. So far five freight companies have provided initial data with a commitment to complete the exercise. There is a continuing campaign to encourage freight companies to submit RTC data to SMIS.

RRG has agreed to submit a proposal for the development of a Rail Industry Standard (RIS), to provide the expectation of minimum compliance to road fleet management in the rail industry. The RRG also agreed to begin establishing working group to support this work.

RRG agreed the interim Road Vehicle Fleet benchmarking report that provides information about how those companies who responded to the benchmarking survey manage road risk could now be published. The group is hoping to encourage greater engagement from Train Operating companies in future benchmarking activities.

Road Safety week will take place in November 2018 and the RRG has started to consider how the Rail Industry could engage with this.

6.3 RSSB support

RSSB has been working in collaboration with Highways England to prepare for the introduction of the ‘Driving for Better Business’ road risk management toolkit. Discussions have already been held with the NFSG Road Risk Champions Group to pilot the process and representatives from Highways England will be attending the next meeting.
7 Level Crossings

7.1 Key data

As shown in Figure 7.1, four fatalities occurred in 2017/18 as a result of pedestrians being struck by trains.

![Figure 7.1 Fatalities at level crossings]

7.2 Industry activity

The Level crossing strategy group met in May. The new level crossing safety strategy is awaiting sign-off from Mark Carne. A new multi-faceted level crossing safety campaign aimed at changing pedestrian behaviour has launched along with a social media campaign #Bossingthecrossing.

The International Level Crossing Awareness Day (ILCAD) was hosted in Croatia on 7 June – Network Rail represented Great Britain and a summary of the event can be found on the ILCAD website.

7.3 RSSB support

At the request of the Level Crossing Strategy Group, RSSB has authored a learning document on level crossings, which analyses the history and development of level crossing safety, the Level Crossing Digest is to be published later this month.

7.4 Key incidents

At 11:08 on 9 June, the driver of a Hams Hall-Felixstowe North freight reported striking a car on Thorpe Lane AHB, between Derby Road and Trimley. The vehicle’s occupants, one a young child, sustained minor injuries. The car driver was later arrested, having swerved around the lowered barriers.
8  Fatigue

8.1  Industry activity

NFSG Fatigue Focus Group (FFG) has focussed its attention on the potential development of a Fatigue for Freight policy which could set out an agreed common set of rostering principles to adhere to. The FFG has developed a questionnaire based on the Fatigue Factors, published by ORR, to investigate where the common ground is in terms of rostering principles, and the likelihood of reaching an agreement in this area. Survey responses will be reviewed by the group on Tuesday 19th June.

The TOC Fatigue Working Group met on Thursday 14th June, agreed a new Chair and reviewed their Terms of Reference. This entailed discussion about areas of work and approaches to tackling them. All three sector fatigue working groups have contributed to the design and piloting of the fatigue survey.

East Midlands Trains with the support of Dr Lanre Ogunyemi (ORR Registered Dr) and Dr Miland Sovani (Sleep Specialist, Queens Medical Centre) have developed a composite tool for identifying the potential risk of Obstructive Sleep Apnoea (OSA) in train drivers. In the first year out of 292 drivers (285 male and 7 female) there were 7 drivers with pre-existing (OSA). Of the 285 with no diagnosis, 40 met the criteria for referral for a sleep study, 26 were diagnosed with sleep apnoea of which only 3 would have been identified with the Epworth scoring system. No single tool on its own was sufficient but it is the composite use of Epworth, STOP-Bang, Adjusted Neck Circumference (Canadian Rail/RSSB) and BMI calculations with key risk factors (Australian Rail) tools that have worked.

The work identified drivers who had a health condition that impacts on their quality of sleep which could affect their capability; but also undiagnosed OSA can reduce life expectancy by up to 10 years. The results were shared with the Rail Industry health professionals at the ARIOPS conference in 2017 and at the Faculty of Medicine conference June 2018. The abstract has been written and due to be published in a National Respiratory Journal.

8.2  RSSB support

In the last quarter RSSB has led the following activities:

- Launch of the new Fatigue and Alertness topic area on rssb.co.uk, with guidance and tools for to assist with the implementation of a Fatigue Risk Management System
- Launch of the cross-industry fatigue survey, which companies working within rail can sign up to and run with their staff. This survey will provide the industry with an understanding of staff experiences of and exposure to fatigue, and their views about how it is currently managed. RSSB members will receive an analysis of results from their own company, which
will assist them in identifying their strengths in terms of fatigue risk management, and opportunities to improve. Benchmarking with other companies in the sector will allow companies to learn from one another.

- Kick off of T1130 Developing a fitness for duty (fatigue) decision aid, which aims to develop and trial the implementation of a tool which staff can use to help them make a decision as to whether they have had enough (recent) sleep to undertake their duties. The project is complex and will run for approximately two years.

9 Workforce Safety

9.1 Key data

The physical harm to infrastructure workers on the running line is shown in Figure 9.1

![Figure 9.1 – Physical harm to Infrastructure workers on the running line.](image)

9.2 Key incidents

On 5 June, a contractor installing a public address system died after falling from a ladder to Platform 1 at Bearsden station. Initial investigations suggested that the contractor had been pulling cables when one became stuck. On pulling the cables with more force, they released, causing the person to fall.
9.3 Industry activity

The collaborative working group between ISLG and NR is considering track worker safety in line blockages and possessions. Control strategies to address the specific issues with line blockages/possessions have been devised and grouped into recommendations. A summary report for industry is in production and will be circulated to all major stakeholders (NR, ISLG, RSSB, TWSG) before the final report is issued, which will become the agreed industry stance on improving safety in line blockages and possessions. This work was promoted in Rail Safety Review #14 available on Opsweb. An update via the same document is to be provided by ISLG.

The ISLG work stream relating to mental wellbeing has reached a successful conclusion and has delivered a Mental Wellbeing Organisational Maturity Model, an industry focused Conflict Management course and an integrated ISLG approach to supporting the ‘Time to Change’ and ‘Mates in Mind’ campaigns. The Conflict Management course was showcased at ISLG with the first pilot being held on the 28/02/18. A final project completion statement is to be produced which will collate all of the material and resources.

10 Infrastructure Asset Integrity

10.1 Precursor Indicator Model

The Precursor Indicator Model (PIM) indicates changes in risk from potentially high-risk train accidents. It does this by tracking changes in the frequency of accident precursors and using risk weightings derived from the Safety Risk Model (SRM). Figure 10.2 shows the PIM of train accident risk estimate for causes related to the fixed infrastructure to period two 2018/19.

![Figure 10.2 – PIM trends in train accident risk associated with fixed infrastructure](image-url)
The Precursor Indicator Model (PIM) has been rebased to SRM v8.5 to reflect latest estimates of train accident risk. When the PIM was rebuilt on data from new SMIS effort was taken to ensure that the model reflected changes in risk rather than changes in reporting or data management and RSSB is now commissioning an independent review to provide assurance on this.

### 10.2 Key incidents

RSSB is still recording a number of incidents in which points are run through in possessions. Rail Safety Review #14 (available from Opsweb) covered the issue, and there is hope in the industry that the ‘Till Dawn’ process will help the numbers to drop.

### 11 Workforce Assaults and Trauma

#### 11.1 Industry activity

PTSRG continue to monitor the trends in workforce assaults and trauma and have greater visibility of data and increasing numbers of police recorded incidents through closer links with the RDG Policing & Security Group, and the newly formed Work-Related Violence Strategic Group. PTSRG will be reviewing the outputs of T1085 report on workplace abuse to rail network staff, as this provides insight into the type, level and reporting of abuse, and will help inform the approach to be taken by PTSRG. Headline findings from the report which present responses from over 700 staff at seven train operating companies show that

- The majority of survey respondents (94%) reported they had experienced workplace abuse in the last twelve months.
- Verbal abuse was the most prevalent type of incident experienced
- The results suggested that workplace abuse is a common experience with 69.3% of respondents indicating they experienced workplace abuse either weekly or daily.
- The two most frequently reported situations triggering abusive behaviours was the person being under the influence of alcohol or drugs and a train being late.

Research undertaken by Cambridge University (initiated by RDG) has evaluated the impact of body-worn cameras (BWCs) in the station environment. The study has shown that staff were 47% less likely to be assaulted when equipped with BWCs and that there was a 26% reduction in assaults against all employees in the stations when BWCs were worn by staff at ticket barriers compared to those stations where it was business as usual. RDG Workplace Violence Group will be considering the development of an implementation plan.
12 Train Operations

12.1 Key data

Figure 12.1 shows there was one PHRTA during quarter 1 of 2018/19.

![Figure 12.1 – Potentially High-Risk Train Accidents (PHRTAs)](image)

![Figure 12.2 – SPAD annual moving total and risk](image)
As shown in Figure 12.2, at the end of May 2018, the annual moving total number of SPADs was 295 and the risk from SPADs stood at 38% of the September 2006 baseline. However, as Figure 12.3 shows there has been an increase in SPAD frequency over recent weeks with 33 SPADs in a 3-week period. There have also been two recent reset and continue events, one following a SPAD at an overspeed sensor. The Train Accident Risk Group (TARG) is to review this, and to consider for example, whether timetable perturbation in recent weeks is a partial explanation to the recent rise. Initial review of the data shows a notable peak in SPADs in the London North West Route, with incidents in and around Lancashire and the north midlands.

![Weekly SPAD count: 3 April 2016 - 16 June 2018](image)

**Figure 12.3 – weekly SPAD count**

### 12.2 Key incidents

At 12:51 on 1 June, a Cardiff Central–Taunton service passed BL2129 signal (Platform 7/8, Bristol Temple Meads) at red by one coach length, being stopped by TPWS. The driver reset the TPWS equipment without authority and continued fully into Platform 8. When questioned, the driver said they had received a double yellow aspect at BL1821, then a double yellow aspect with ‘Platform 8’ shown in the theatre indicator in BL2085. A review of the datalogger showed that BL2085 had in fact been displaying a single yellow with ‘Platform 7’ displayed in the theatre indicator, while BL2129 had been at red. The driver subsequently admitted having lost concentration.
12.3 Industry activity

Work is continuing to embed phase 1 of the SPAD strategy across all duty holders and monitoring its effectiveness, as well as understanding the current risk profile in more detail. In parallel with this, concern has been raised in relation to the train protection fitment recommendations of the Uff-Cullen report and the progress made by the industry in addressing them. RDG Planning & Production Board has proposed that a review is undertaken to establish the views and position of the industry in meeting the recommendations.

12.4 RSSB support

A workstream supported by the SPAD Risk Reduction strategy working group has assessed the human factors causes of SPADs. The project deliverables have included a survey of drivers and managers to understand the culture around SPADs and analysis of 250 SPAD reports to look at SPAD underlying causes and the contribution of human factors. A key output from the project is that TARG has requested that the 10 incident factor causal framework used in the project is available to industry in SMIS.

The good practice guide to route knowledge competence development has been produced for the industry research project “Achieving a step change in route knowledge management (T1108)”. A Request for Help has been submitted to RSSB for the guidance to be used to update the Route Knowledge Rail Industry Standard (RIS – 3702 – TOM). The project has identified a new approach to route knowledge competence development, which has been successfully trialled in the live operational environment with MTR Crossrail, East Midlands Trains and Northern.
13 Freight

13.1 Key data

![Bar chart showing freight train derailments (excluding collisions with road vehicles on level crossings)](image)

**Figure 13.1 Freight train derailments (excluding collisions with road vehicles on level crossings)**

13.2 Key incidents

At 08:22 on 19 April, a member of the public reported observing a Lindsey Oil Refinery-Kingsbury Sidings freight pass with smoke and flames coming from the wheels of the fifth and sixth vehicles. The train was carrying diesel / gas oil and was brought to a stand for examination by the driver, who confirmed that the seventh vehicle was suffering from dragging brakes, with its brake blocks hot and smoking. The route between Lincoln and Barnetby was blocked and the fire brigade attended.

13.3 Industry activity

The Cross Industry Freight Derailment Working Group (XIFDWG) meeting was held on 15 May with good attendance and engagement from the industry and progress reports were received from all five implementation workstreams. Container weighing project being progressed by Freightliner, GBRF, DB and DRS and weighing equipment ordered.

NR are working to resolve the data issue preventing weekly Gotcha reports from being issued and a more permanent solution to solve and automate this is being sought by Network rail.

Workstream milestones and timescales are being finalised following XIFDWG meeting in May.

A new RDG/RFOG project manager has been appointed and to lead the industry delivery project emanating from the work of the XIFDWG. RFOG workstreams are to be strengthened along with clarification of communication arrangements between XIFDWG, NFSG, RFOG and RDG Freight Group.
13.4 RSSB support

RSSB have been working with the NFSG to develop an interactive scorecard, which returns data from SMIS based on the groups specific criteria.

RSSB is continuing to progress with a freight engagement programme to highlight and demonstrate what a working collaboration framework has the potential to achieve, when fully supported by the RSSB.

14 Capability improvement

14.1 SMIS

Focus remains on completing SMIS Phase 1 delivery including the resolution of residual system issues. One residual error is that of spurious additional data being left in the system when subsequent data is entered (referred to as the ‘hidden data’ problem). Different temporary improvements and cleansing of the data have been applied, but a permanent technical resolution of this will be delivered in 6-8 months. This is being briefed to industry and was presented to RDG Train Operators Safety Forum on 15 June. In the mean time the focus is on data quality to ensure that the entry of this spurious data is minimised.

Work to rebuild the SMIS data quality programme has begun with an industry workshop on 19 June. The project will develop new metrics and company scorecards and reinstate data quality health check visits. System Safety Risk Group emphasised that a continued commitment to SMIS from all organisations is fundamental to the industry’s collaborative approach to risk management and the continued development and evolution of products like the Safety Risk Model and the Risk Profiling Tool. It is now a requirement of RIS-8047-TOM Issue Two Reporting of Safety Related Information that all SMIS organisations must specify their intended event entry scope in the SMIS Application Matrix and the deadline for doing this is 16 July 2018.

14.2 Risk models and tools

The Safety Risk Model (SRM). The data refresh of the Safety Risk Model (SRM) was completed in March 2018. The version 8.5 results have now been published along with a short technical report outlining the work undertaken in the update. These are available from the Rail Risk Portal. Work has commenced on an R&D-funded project to specify the model of the future. Work on the new model is planned for 2019/20 and will represent the first fundamental overhaul in the SRM’s 20-year history. The initial phase of work is focussed on requirements gathering from decision makers and safety professionals from across the industry.
Risk Management Forum 2017 was held in Manchester on 7th June with a theme of “Understanding Risk”. It was preceded by a half-day workshop held jointly with RAIB that focussed on the learning from the Sandilands tram accident and investigation. Attendees rated the event 100% positive for organisation and 98% positive for usefulness.

The Red Aspect Approach to Signals Tool (RAATS), developed through the RSSB-University of Huddersfield Strategic Partnership, is available to industry as a prototype tool using data from a fixed period. The first stage of the implementation phase, which entails the provision and processing of live data, has now been defined and scoped out. Work is progressing on submitting a business case to the RSSB Investment Committee to agree funding for the further development of the tool. In the meantime, work is continuing on putting additional data into the existing tool to bring it up-to-date and to resolve issues that have been identified with the data.

Platform-Train Interface (PTI) Risk Assessment Tool. Enhancements are being made to the PTI Risk Assessment Tool, these are currently being tested. Issues identified during testing are being rectified and interested external users have been invited to view the enhancements on the test site. All users will be informed when the live site is updated with the enhancements, which is expected by end of July.

14.3 Risk management guidance

The new Guidance Note GEGN8646 on the Common Safety Method for Risk Evaluation and Assessment (CSM RA) was published in the December 2017 standards catalogue. The guidance document Taking Safe Decisions is being updated based on the results of an industry consultation process, a review of key principles and input from the Risk Management Capability Group. The focus will be a number of activities and deliverables to improve industry engagement with the framework and industry capability in implementing the Taking Safe Decisions Principles. The main tools for TSD wider engagement are planned to be developed before April 2019. These are currently planned to include a 10 page Taking Safe Decisions key principles document, a 5 minute online video overview, a 20 minute face to face presentation, and a 60 minute online e-learning module.

14.4 RISQS Update

RSSB continue to address transition and scheme settlement issues post May 1st ‘Go-Live’. All scheme utilities are working well.
Scheme processes around consultation, protocols, financial management continue to be honed post ‘Go-Live’. Going forward the team will be working closely with the RSSB BMS team to ensure that scheme management and core principles and process are fully covered by the RSSB ISO 9000 accreditation.

Scheme enhancements are already being identified, which will be fully assessed with industry over the coming weeks and months to improve industry assurance and our commercial offering, and include;

- RISAS scheme onto RISQS platform
- Small tender process/system running from RISQS platform
- Revision of current star rating system & capability modelling
- Supply chain maturity modelling
- Occupational Health & Medical RISQS Assurance,
- Plant Operations & Management
- Independent Technical Assurance – Additional ‘Buyer’ assurance modules

Key Facts

- 4729 suppliers on RSSB RISQS database, greater than historic service provider
- 45,118 user logins onto new system
- 1623 buyer searches made using new system (benefiting 3,228 immediate suppliers)
- 3070 projected audit days for 2018/2019 – slightly higher than that historically modelled
- 116 RISQS audits undertaken
- 457 audits booked
# Appendix A – Risk Groups and Contacts

<table>
<thead>
<tr>
<th>Risk Area</th>
<th>Lead Group</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>System safety risk (overview of all safety risk areas)</td>
<td>System Safety Risk Group</td>
<td><a href="mailto:SSRG@rssb.co.uk">SSRG@rssb.co.uk</a></td>
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<tr>
<td></td>
<td>Chair - Steve Murphy, MTR Crossrail</td>
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<tr>
<td>Workforce Health and Wellbeing</td>
<td>Health &amp; Wellbeing Policy Group (H&amp;WPG)</td>
<td>Health&amp;<a href="mailto:Wellbeing@rssb.co.uk">Wellbeing@rssb.co.uk</a></td>
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<td></td>
<td>Chair - Andy Thomas, Network Rail</td>
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<tr>
<td>Public Behaviour</td>
<td>Suicide Prevention Duty Holders Group (SPDHG)</td>
<td>Secretariat:</td>
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<tr>
<td></td>
<td>Chair - Ian Smith, East Midland Trains</td>
<td><a href="mailto:Ariane.Ally@networkrail.co.uk">Ariane.Ally@networkrail.co.uk</a></td>
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<td>Trespass Risk Group (TRG)</td>
<td><a href="mailto:Trespass-Risk-Group@rssb.co.uk">Trespass-Risk-Group@rssb.co.uk</a></td>
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<td>Chair - Sharon Vye-Parmenter, Southwest Trains</td>
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<td>Station Operations</td>
<td>People on Trains and Stations Risk Group (PTSRG)</td>
<td><a href="mailto:PTSRG@rssb.co.uk">PTSRG@rssb.co.uk</a></td>
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<td>Chair - Richard Byrne, South West Trains</td>
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<td>Road Risk</td>
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<td><a href="mailto:RRG@rssb.co.uk">RRG@rssb.co.uk</a></td>
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<td></td>
<td>Chair - Rupert Lown, Network Rail</td>
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<td>Level Crossings</td>
<td>Level Crossing Strategy Group (LCSG)</td>
<td>Secretariat:</td>
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<td></td>
<td>Chair - Allan Spence, Network Rail</td>
<td><a href="mailto:Tim.Clark2@networkrail.co.uk">Tim.Clark2@networkrail.co.uk</a></td>
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<td>Fatigue</td>
<td>Health &amp; Wellbeing Policy Group (H&amp;WPG)</td>
<td><a href="mailto:Dan.Basacik@rssb.co.uk">Dan.Basacik@rssb.co.uk</a></td>
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<td>Fatigue lead - Dan Basacik, RSSB</td>
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<tr>
<td>Workforce Safety</td>
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<td>Chair - Stuart Haden, Arup</td>
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<td><strong>People on Trains and Stations Risk Group (PTSRG)</strong></td>
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<td><strong>Train Operations</strong></td>
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<td>Chair – Dougie Hill, Direct Rail Services</td>
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<td><strong>Capability improvement</strong></td>
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<td>Chair - Steve Murphy, MTR Crossrail</td>
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