Rail Delivery Group

Summary of Proceedings
13 February 2012

Present

Tim O'Toole (Chairman)
Sir David Higgins (vice-Chairman)
Dominic Booth
David Brown
Andrew Chivers
Tony Collins
Bob Holland
Nigel Jones
Peter Maybury
Paul Plummer
Doug Sutherland
Graham Smith (Secretary)
Michael Roberts
Sir Roy McNulty

Meeting with Secretary of State

The Secretary of State had expressed her support for the Rail Delivery Group. She was looking for the RDG to deliver efficiencies and had asked for regular meetings to inform her of progress with the RDG's priorities.

The Rail Delivery Group and the GB Rail ildustry

The Group saw merit in formalising its role within the rail industry although any new arrangements should not add cost or structure to the industry. A key element of any new arrangement would be the continuing personal involvement of RDG members. The Group agreed to undertake work on the options available.

Efficiency Tracking

The Rail Delivery Group agreed that it should track regularly the efficiencies identified by its working groups and asked for regular reports to be made to meetings of the Group. The Group noted that industry costs would be increased by growth and by investment commitments that had already been made.

RDG also made the point that he baseline would need to be tracked especially if primary responsibility for parts of the network were transferred to other bodies. It would also be important for a list of enablers for efficiencies should be maintained, particularly those relating to Train Operating Companies.

Asset, Programme and Supply-Chain Management (APSCM) Working Group

The APSCM workplan emphasised the importance of producing financial quantification of its plans and the need for financial benefits to be triangulated against physical facts to avoid excessive claims of savings potential. This principle should be adopted by the other working groups. The Group recognised the benefit of top-level TOC engagement, which was providing impetus to areas where progress had been limited.

The last meeting of the working group had received presentations on network simplification had train borne equipment would be looking at workbank planning at its next meeting.

A tracking system for each of the workstreams had been established whilst each workstream was being driven by a TOC and Network Rail member of the working group.

Train Utilisation Working Group

The workplan for the Train Utilisation working group anticipated the final report would be presented to the April RDG. Most of the benefit was likely to arise from less prescriptive train service specification and the operational response. The workplan included the proposal to embed a consideration of train utilisation within industry planning processes.

Technology, Innovation and the Impact on Working Practices Working Group

The working group was working towards the production of a strategy that would be presented to the March meeting.

Contractual and Regulatory Reform Working Group

Dominic Booth agreed to join this new group, which would focus on the key contractual and regulatory issues about which RDG may wish to be informed and take a position. The Group would be reviewing industry responses to the consultations being undertaken by the ORR and other bodies.

Cross-Industry Groups

RDG agreed that the first step with the information on cross-industry groups was for RDG Members to brief the findings within their own organisations and to establish whether there was a full understanding of the number of groups on which RDG Members were represented.
RDG Members would be asked to report findings to the May meeting of RDG.

RDG noted that some sponsors, such as ATOC, were undertaking a review of the purpose of existing cross-industry groups.

Industry Planning Working Group

RDG noted the workplan for the industry planning working group, Planning Oversight Group (POG). RDG acknowledged the importance of engaging in the planning and funding process taking place in the next few months.