

Rail Delivery Group

Summary of Proceedings 18 March 2013

Present

Tim O'Toole (Chairman) (First Group)
David Higgins (Deputy Chairman) (Network Rail)
Dominic Booth (Abellio)
David Brown (GoVia)
Andrew Chivers (National Express)
Tony Collins (Virgin Rail Group)
Ian Downie (Serco)
Lindsay Durham (Freightliner)
Alastair Gordon (GoVia)
Martin Griffiths (Stagecoach)
Bob Holland (Arriva)
Paul Plummer (Network Rail)
Doug Sutherland (Directly Operated Railways)
Alain Thauvette (DB Schenker (UK))
Graham Smith (Director-General)
Michael Roberts (ATOC)

Matters Arising From 18 February 2013 Meeting

The new engineering access arrangements for the Midland Main Line, which had been proposed by the APSCM working group, were being adopted.

Feedback From Meeting with the Secretary of State

The Secretary of State had been briefed on RDG's new working group structure. He had asked that the RDG should look at the passenger experience and work with Passenger Focus

A briefing of Ministers and officials would take place later in the year and would involve working group Chairmen highlighting key issues from their groups focusing on where the DfT could help delivery.

The Group agreed that greater transparency and effective communication that speaks to the issues most important to customers and that represents the unified view of the industry, rather than more parochial versions offered in the past, is called for.

RDG would develop this approach to communication and asked the Industry Structure and Strategy working group to take it forward.

RDG New Working Groups

The February 2013 meeting of RDG had agreed that the 2013 working groups and work programme should be:

- The Asset, Programme and Supply Chain Management working group, would continue but should include the identification of value for money in rolling stock;
- A Technology and Operations working group would be created, which would take responsibility for issues such as guiding TSLG, smart ticketing and information & communications technology. It would also provide the link between the RDG and the National Task Force;
- A Commercial working group would be created, which would include the franchising working group and would continue the working practices initiatives as well as other commercially related matters such as retail;
- A Safety, Health and Environment working group would be formed;
- A Freight working group would be set up; and
- A working group focused on Industry Structure and Strategy would undertake initial work on producing a picture of the industry and its relationships.

It was emphasised that working groups were not representative. There was no expectation or requirement that all RDG Members should be represented on all working groups.

Industry Structure and Strategy Working Group

Initial work had started from the premise that the RDG was to be the leadership body for the industry, needed to focus on industry costs, efficiencies and benefits and would need to draw on policy advice.

A special RDG meeting would be held at which the sub-group would present a picture of the industry, its relationships and how they should fit together. Among the points being taken into account were:

- Describing the business model of the industry;
- Incorporating the concept of the RDG as an industry board with its working groups being the equivalent of board sub-committees and the industry structure and strategy group being a policy advisory group;
- Taking account of RDG's previously expressed desire to remove overlaps, duplication and costs as RDG developed its leadership roles;
- Recognising that organisations such as Network Rail, ATOC and RSSB retained responsibilities for leadership in some areas but in others supported the RDG and its working groups;
- The need to involve the wider industry in specific areas of RDG activity; and
- The application of sound organisational principles such as clear roles and accountabilities, transparency, minimising interfaces and monitoring output

Safety, Health and Environment Working Group

A debate at the RSSB Board had agreed that RDG should provide leadership on safety, health and environment but it should not duplicate existing arrangements if they were effective.

A small group would identify ways in which RSSB and the RDG could work more closely. Their findings would be reported to the next RSSB Board. One of the ways in which the RDG could offer leadership would be through leading the six-monthly industry safety sessions.

Technology and Operations Working Group

The working group would have a wide remit. Information technology was a key area of the working group's activities, including a response to the Transport Committee's call for RDG to produce a smart ticketing strategy.

However, there were equally important activities including leadership of the Technology Strategy Leadership Group and the implementation of innovative technology. Further work was required to determine membership and resources for the group.

Commercial Working Group

The commercial group will, at this stage, focus on franchising and working practices issues but two members of the group will pick up the response to the Transport Committee's recommendations on station and on-train retail.

Freight Working Group

Peter Maybury would chair the group, which would include other freight interests in the membership. The working group would need to consider the interaction with the Rail Freight Operators' Association, help to develop the freight narrative and seek RDG's support in the debate on increased freight track access charges.

National Task Force

The work undertaken on planning to deliver performance was commended to RDG, which agreed that it should be presented to the RDG. RDG felt that NTF would benefit from more robust debate and invited the NTF Chairman and senior Network Rail representative to attend a future meeting of RDG.

Franchising Working Group

The franchising working group had been re-established and had met DfT officials to understand the blockages to reinstating the franchising programme. The DfT had been keen to understand RDG's views of the Brown report.

The initial meeting had concluded with agreement that the DfT would make detailed presentations to the working group on a range of subjects:

Technology, Innovation and Working Practices Working Group

The working group continues to look at the implications for the implementation of the European Directive on driver licensing.

RDG expressed deep concern about the imposition of revised Police Service Agreements and the consequences for achieving value for money. RDG agreed to write to the British Transport Police Authority and the Minister

RDG representatives had met the National Skills Academy for Rail Engineering, which was offering to support RDG on its training work. RDG agreed that there should be further engagement with NSARE.

Contractual and Regulatory Reform Working Group

The work on transparency of performance regime data was explained. The DfT and the ORR had published the results of their 2012 consultation on the role of the ORR, which would result in some limited transfer of responsibility from DfT to the ORR. There were a range of concerns regarding the Fourth Railway Package, which would be discussed at the next meeting of the working group. RDG Members commented on concerns by freight operators regarding the anticipated significant increase in freight access charges.

Asset, Programme and Supply-Chain Management Working Group

The work on Major Projects needs to be accelerated and this would be picked up at the next working group meeting.

Rolling Stock

RDG will meet Richard Brown to better understand the Value for Money elements of the rolling stock strategy.

Industry Planning

Industry planning is seen as part of the Industry Structure and Strategy working group. The Planning Oversight Group is reviewing its remit and attendance. Consideration would have to be given to the relationship with other working groups and cross-industry groups

Antitrust Compliance

The Rail Delivery Group confirmed its intention to comply fully with UK and European competition law and asked that a statement be placed on the RDG's website.