

Rail Delivery Group

Summary of Proceedings 16 September 2013

Present

Tim O'Toole (Chairman) (First Group)
David Higgins (Deputy Chairman) (Network Rail)
Dominic Booth (Abellio)
David Brown (Go-Via)
Jonathan Brown (Serco)
Andrew Chivers (National Express)
Tony Collins (Virgin Trains)
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)

In Attendance:

Len Porter and Anson Jack (RSSB update)
Clare Moriarty and Adam Jackson (Location of rail functions))

RSSB Update

Len Porter and Anson Jack briefed the meeting on RSSB's activities and emphasised the following points:

- The importance of the precursor indicator model for identifying train accident risk;
- The need for improved risk and reliability models, which will help to improve performance and reduce cost without increasing risk;
- The role of the RSSB in facilitating cross-industry working and supporting industry decision making;
- RSSB's role in the industry's audit trail;
- The influence of the Rail Technical Strategy on European research;
- The role of the RDG in undertaking RSSB's strategic review;
- The RDG's safety event planned for 2014, which would be facilitated by the RSSB;
- RSSB's support of the Technology and Operating working group; and
- The research being undertaken by the RSSB for RDG's working groups.

During discussions the following points were made:

- The increasing importance of the weather on risk levels and the benefits from remote condition monitoring;
- Learning from recent railway accidents around the world helped the industry to understand risk; and
- The effect of TPWS and rail replacement post Hatfield on industry risk trends.

Industry Structure

RDG Members discussed the ways in which RDG and ATOC could work more closely together and how ATOC could provide support to the RDG.

Location of Rail Functions

Clare Moriarty explained that the Brown report on franchising had identified three options for the location of rail activities: within the DfT, in an Agency or in a separate organisation. Adam Jackson was reviewing the options and talking to industry on the issue. RDG Members discussed the advantages and disadvantages of each of the options identified in the Brown report.

Transparency

RDG agreed that the industry should be proactive on transparency whilst recognising the need to be aware of commercial sensitivity and avoiding misinformation that damaged the industry.

Mobile and Data Services

RDG agreed that the industry should work together to make full use of the industry's data transmission capacity. RDG recognised that there was unlikely to be any additional funding for this initiative. RDG believed that this was a subject that could be pursued by the Technology and Operations working group in conjunction with Network Rail

Freight

RDG supported the creation of the freight alliance between freight operators and Network Rail and asked to be kept informed of progress.

Asset, Programme and Supply-Chain Management Working Group

RDG noted the update and the Industry Access Principles

APSCM – Rolling Stock

RDG noted progress and the work on prioritising opportunities to obtain Value for Money in rolling stock costs during CP5.

Commercial Working Group – Franchising

It was understood that the DfT was close to finalising the work on the franchising model.

Industry Structure and Strategy

RDG noted the reports from the industry planning and contractual and regulatory reform work streams.

Associate Membership

The Rail Delivery Group approved the granting of associate membership to

- Bombardier Transportation;
- Siemens Railway Systems; and
- Jacobs UK Ltd