
PAPER TO RDG BOARD

Meeting Date: 04 May 2021
Paper Title: Minutes from last meeting
Author: Deborah Lewis
Sponsor: Jac Starr
Paper Date: 26 March 2021
Reference: Paper 2a

DATE OF LAST MEETING 23 MARCH 2021

BY VIDEO CONFERENCE

Attendees	Organisation
Steve Montgomery	First Group
Andrew Haines	Network Rail
Dominic Booth	Abellio
David Brown	Go Ahead
David Brown	Arriva
Robin Gisby	DOHL
Alistair Gordon	Keolis
Paul McMahon	Network Rail
Steve Murphy	MTR
Andrea Rossi	DB Cargo
Ernesto Sicilia	Trenitalia
Peter Strachan	Serco
Yasumitsu Tanaka	Mitsui
Anna Ince	RSG
Mark Thurston	HS2
Jac Starr	RDG
Deborah Lewis	RDG
Andy Bagnall	RDG
Ola Ogun	RDG
Susie Homan	RDG
John Thomas	RDG
Seb Gordon	RDG
Simon Moorhead	RDG

Apologies: Philip Hoare (RSG)

MINUTES OF LAST MEETING

Item No.	Approval of record
1	The minutes were accepted as a true and accurate record of the last meeting on 09 February 2021.

Item No.	RDG activity update
2	<p>Chair Report - Steve Montgomery (SM) updated members on recent key engagement, including a meeting with DfT Permanent Secretary Bernadette Kelly last week to discuss the White Paper. It is hoped that the paper will be published in May 2021. A meeting with the Rail Minister focused on whole industry reform, in particular workforce reform in the context of ongoing dialogue between OGs, NR and TUs at RIRG. An enabling framework has now been agreed via RIRG. SM committed to share further feedback in coming weeks.</p> <p>Deputy Chair Report - Andrew Haines (AH) noted that the WISP call for evidence has been delayed due to the White Paper; a technical call for evidence is instead being looked into which does not break pre-election period rules. AH advised of issues surrounding recent RMT announcements on potential strike action; Network Rail have reaffirmed their commitment to the RIRG.</p> <p>RSG Update - Anna Ince (AI) updated on the 3 March announcement from BEIS SoS that the Industrial Strategy Committee has been disbanded, meaning there are no longer any sector deals. Attention in RSG is therefore on the 'build back better' plan; BEIS and DfT have advised this is focused on high quality infrastructure and planning for growth. The RSG Business Plan aligns with those priorities, making clear how outcomes on areas like decarbonisation and levelling up will be delivered, and is now available to anyone who wishes to read it. AI advised of a brand and logo refresh, for which DfT and BEIS recommended a strapline demonstrating industry and government working in partnership. The suggested logos are currently being reviewed; AI invited comment from members.</p> <p>CEO Report - Jac Starr (JS) highlighted the first meeting of People Strategy Board (PSB). RDG has had discussions both internally and with some PSB members, to ensure its aim and remit are clear and appropriate for both the current and future industry context. JS and Andy Bagnall (AB) will join the next meeting to underline the importance of the Board and the need to ensure its effectiveness. It was agreed that a pulse check on PSB's progress would help ensure it was on track and outputs are being delivered.</p>

2103.01	RDG to review the outcomes of the People Strategy Board after the second meeting, and return to RDG Board	JS/AB	May 2021
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Item No.	HS2 update		
3	<p>Mark Thurston (MT) provided an update to members. HS2 Minister Andrew Stephenson is invested in the project and has committed to providing bi-annual updates to Parliament; the latest was issued 23/3/21 and may generate media coverage. MT summarised latest progress on Phase 1, which is due for completion between 2029-2033, highlighting the 15,000 workers now employed on the project over 300 sites between London and Birmingham; and gave an update on Phase 2. Phase 2a achieved Royal Assent in February 2021 with procurement and construction activity to increase over the coming two years. Phase 2b includes an IRP announcement by the Spring with a way forward for the Easter Leg, and the Western Leg is in development for Q1 2022 deposit in Parliament. Spring/Summer 2021 work includes Curzon Street, Rolling Stock and the Chiltern Tunnel TBM's launch.</p> <p>Members discussed the right time for RDG to provide more public support for HS2. MT noted that the public narrative around HS2 should begin to shift in recognition of its significant benefits around levelling up, greater capacity, and decarbonising the economy; but there was agreement on the need and importance of an integrated industry narrative to underline those benefits. MT will continue to provide quarterly progress updates to RDG Board.</p>		
2103.02	RDG and HS2 to work together on integrated narrative	Seb Gordon	May 2021

Item No.	Freight Update
4	<p>Andrea Rossi (AR) and John Thomas (JT) provided a freight update. JT highlighted that rail freight is a success story, providing large social and economic benefits across the country. Research carried out by Deloitte estimates £2.5bn worth of benefit is generated by rail freight annually, with 90% being outside of London and the South East. Freight volumes fell by more than 40% at the start of the pandemic but are now back to around pre-Covid levels with FOCs keen to build on that success, with the support of RDG Board - a whole industry approach will help maximise benefits for all.</p> <p>AR took members through FOCs' key priorities including:</p> <ul style="list-style-type: none"> • Safety – including the condition of freight vehicles and derailment risks, Covid-19 fatigue and how to engage in a changing workforce whilst positively influencing a safety-first attitude.

	<ul style="list-style-type: none"> • Quantifying the value of rail freight, including the economic and environmental benefits. • Establishing a modal shift target for the UK to enable planning for the 2050 carbon net-zero target. <p>Members discussed the following:</p> <ul style="list-style-type: none"> • How RDG can help to work with government to set a UK modal shift target. • Robin Gisby identified additives to existing diesel trains as a key area to develop – the railway needs to keep pace with what is happening with shipping and other sectors. • Paul McMahon agreed that rail freight can ensure it retains and builds on its green credentials by looking more at areas such as stop/start technology. • Work around timetabling and economic analysis should take place over the upcoming months to refine key freight corridors or re-timetable to maintain high performance levels. • Andrew Haines supported the strategic objectives but said it would be helpful if the asks could be complemented with what freight operators could offer in return. <p>Overall Members commended the paper and stated their support to help rail freight deliver on its strategic priorities.</p>
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Item No.	Customer Strategy
5	JS updated members on the development of the 21st Century Experience. It is not a new piece of work, rather an evolution of the Wavelength programme which has been in place for a number of years and now has a heightened focus due to its inclusion in NRCs, and the metrics and measures that will be imposed as part of those. The Customer Strategy is an overarching piece enabling the industry to speak with one voice and is intended to offer consistency of outcome – there is close engagement with WISP, RRRG and NR – and ensure mechanisms are in place to support TOCs in NRCs.