

# Rail Delivery Group

## Summary of Proceedings 18 December 2013

### Present

Tim O'Toole (Chairman) (First Group)  
Michael Roberts (Director-General, RDG)  
Dominic Booth (Abellio)  
David Brown (Go-Via)  
Andrew Chivers (National Express)  
Robin Gisby (Network Rail)  
Alistair Gordon (Keolis)  
Martin Griffiths (Stagecoach)  
Bob Holland (Arriva)  
Peter Maybury (Freightliner)  
Paul Plummer (Network Rail)  
Doug Sutherland (Directly Operated Railways)  
Alain Thauvette (DBSchenker)  
Jeremy Long (MTR)  
Nick Ellins (RDG)  
Edward Welsh (RDG)  
Billy Denyer (RDG)

### In Attendance:

Neal Lawson, Paul Hebditch, Richard Dean and Steve Cassidy (Industry Access Programme Phase 2)  
David Mapp (Information and ticketing)

### RDG Matters – Chairmanship

It was announced that the Nominations Committee had identified Martin Griffiths as the potential next RDG Chairman. All attendees were in favour of this.

### Approval of the Record / Progress on Action Points From the Meeting on 11 November 2013

The action points from the meeting on 11 November were confirmed as an accurate record.

There was brief discussion on several of the actions:

Transparency –It was agreed that the separate transparency groups should be combined, and that Network Rail's work on transparency should fit in with RDG's work on this topic.

Secretary of State meeting –The SoS is keen to replicate the morning session of the May RDG-DfT Awayday at a further event.

Stations – .A paper on the Steer Davies Gleave report, and a potentially wider piece of work on stations, will be brought to the January RDG meeting.

## **Industry Access Programme Phase 2**

The IAP Phase 1 model, which optimises cross-industry costs and is set to be rolled out across the country, was summarised. A recent trial in Kent produced some very impressive results, with productivity doubling from 29% to 58% ‘time on tools’. IAP could generate large cost savings for the industry, and also improved performance. A model has been constructed which calculates the benefits, although requires TOC/FOC commercial data to do so.

The group agreed that all TOCs and FOCs should support IAP and attend the workshops that are taking place in January and February as good planning and communication are critical to the success of IAP.

There was good support for work to date and RDG recognised the positive significance of this workstream for VfM. RDG committed to supporting IAP Phase 2, and will seek to identify a potential secondee (3 month secondment required).

## **Rolling Stock**

There are presently two rolling stock working groups, one looking at long term strategic renewal (due to report in February 2014) and the other investigating short term issues up to the end of CP5.

RDG members identified 20 proposals for further investigation which were subsequently assessed (and given a relative score) by Steer Davies Gleave. It was agreed that Steer Davies Gleave should be commissioned to carry out a Phase 2 study to review the proposals more fully.

It was decided that the two groups (RSSSG and APSCM Rolling Stock workstream) should be merged into a single RDG working group, on which the ROSCOs should be invited to participate. It was suggested that this should happen after the long term (30 year) report is published.

## **Industry Case For Mobile Broadband on Trains**

While there was uncertainty as to the costs and benefits that would arise from the project, it was felt important to seek an RDG steer on the proposal at this stage. The outcome of the discussion was as follows:

- NR should lead a market testing exercise among MNOs on the best way of delivering extended mobile connectivity, but not through the ITT as previously envisaged
- The exercise should be less prescriptive about the potential technological method of extending connectivity and should instead invite ideas about the best way of doing this. Nevertheless, this invitation should specifically seek views on the merits of using NR’s telecoms network as a spine infrastructure through which to provide better connectivity, as one such potential approach

- The NR-led market testing exercise should involve other industry expertise on this topic, including from TOCs
- While the market is being tested, more work should be done to the extent that is possible on developing the industry business case for extended mobile connectivity (mindful that that business case may well differ depending on which technological approach is being considered).

## **Information and Ticketing**

It was agreed that a small working group should determine the information and ticketing vision: thereafter, the task was to ensure that all relevant workstreams are moving towards this vision. There are a number of independent initiatives across the industry, some but not all of which are joined up.

It was recommended TfL and DfT should be included in the discussions given their key role in some of the relevant initiatives (such as CPAY, Oyster and SEFT). It was suggested that a member of the Tech & Ops working group should also be involved, and the work to flesh out the vision could feed into the proposed Awayday.

## **Performance**

An update on the Performance Planning Reform Programme (PPRP) was provided, which highlighted some key issues:

- There have been some improvements in PPM but the CP5 target is a big challenge
- There is now better cross-industry discussion on this subject
- Network Rail have developed better modelling capability which breaks down the causes of lost performance
- A PPRP paper will be taken to NTF, who will debate what is achievable
- There are ongoing discussions with DfT regarding franchise alignment with PPM targets

Owning Groups stressed the importance of Network Rail's commitment to improved capacity as well as PPM. Members acknowledged that NTF is the vehicle for taking this agenda forward.

## **Communications Hot Topics, including RDG Position on HS2**

A paper on hot communications topics was presented. It was agreed that the paper represents good progress and that a number of points should be incorporated in the further development of the messaging.

## **Position on HS2**

Feedback was sought on a list of HS2-related questions. There was strong emphasis on the need to develop a distinctive RDG position, for example, setting out what the industry thinks is the most appropriate business model for HS2 and the things which need to be done to ensure the project is a success.

## **Working Group Updates**

The Working group updates were noted.

## **Any Other Business**

- RDG thanked TO'T for his valuable contribution as RDG Chairman
- The dates for RDG meetings in 2014 were confirmed
- Workstream allocation will be discussed at the January RDG