

# Rail Delivery Group

## Summary of Proceedings 11 January 2012

### Present

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

Apologies for absence: Dean Finch, David Martin and Alain Thauvette.

### Forward Work Programme and Production of Work Plans

The Group recognised the importance of the working groups being disciplined in turning their work into deliverable outcomes. RDG agreed that each working group should produce a work plan. The importance of financial quantification and validation was emphasised.

### Rail Systems Agency (RSA) Working Group

There had been increased interest in the nature and activities of the RSA since the Industry Forum. A detailed worked example would be produced to show what the RSA would do and how it would reduce the industry's costs.

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

The first workstream being pursued by the APSCM working group on access planning was being managed through a series of pilots. The second workstream on the cost of contingency would be pursued through examination of two station development schemes. The third workstream on the scope and accountability for major projects would be started at the next working group meeting.

### Train Utilisation Working Group

The specification and operations workstream had agreed the peak and off-peak metrics to be measured and data from three L&SE TOCs was being collected. In parallel the working group was testing the effect of various actions on the demand for rolling stock such as increasing the splitting and joining of units and the provision of turn backs.

The demand management workstream had considered evidence from around the world on encouraging off-peak and shoulder-peak travel.

### **Technology, Innovation and the Impact on Working Practices Working Group**

Work continued on understanding the range of terms and conditions of employment across the industry. The launch of the Track and Train graduate training scheme was noted. The working group was also reviewing other training and its fitness for purpose and continued to make progress on quantifying overheads and administration costs, focusing on those generated by the structure of the industry.

### **Cross-Industry Groups**

Responses to the cross-industry group questionnaire had been received, which demonstrated that there were a significant number of such groups dealing with a range of planning, regulatory, commercial and technical issues. RDG asked that the analysis of cross-industry groups should describe the issues around overlap, duplication and reporting structure as well as quantifying the cost to the industry of attendance at meetings.

### **Retail**

RDG considered developments in the retail environment including the increased use of electronic methods in retail transactions amongst the supermarkets, banks and other travel modes. The Group noted the increased use the Internet, Ticket Vending Machines and Smartcards by passengers.

RDG discussed how the industry should respond to the increasing demand for electronic retailing and how any retailing strategy must reflect passengers' changing needs. Examples of different retailing methods from Europe were discussed by the Group.

### **Alliancing and the Contractual and Regulatory Framework**

RDG noted that work on the contractual and regulatory framework did not have a supporting working group but there were a number of developments about which RDG may want to be informed and in some cases take a position. The Group was briefed on progress with alliancing.

RDG agreed that it would be helpful to receive updates on the contractual and regulatory framework and asked that developments that could hinder alliancing and cost reductions should be highlighted.

### **Passenger Information**

The ORR had written to licence holders on 1 December 2011 advising of its intention to introduce a licence condition on passenger information and asking for responses by 30 January 2012. ORR had considered but rejected alternative proposals from the industry.

RDG expressed disappointment that although it had offered to support an alternative approach the ORR had still decided to pursue a licence condition that was likely to increase industry costs.

### **Directly Operated Railways (DOR)**

The Rail Delivery Group welcomed Doug Sutherland as the DOR representative.