

Appendix C - Supply Chain Sub-Group Issues List

Category	Issue
Franchise change management	Consideration of spares management arrangements and spares float issues affected by vehicle cascades (float transfer/ownership/access)
	Order cover for long-lead items during franchise transition periods
	OEM consultation in franchise discussions relevant to fleet or spares issues
	Also consider non-franchise routine transfers/sub-lease arrangements
Configuration management	<p>Confirm a configuration base, i.e. robust component/product configuration information, including up-to-date:</p> <p>procurement/overhaul/repair specifications (refer back to OEM specifications where relevant)</p> <p>configuration (modification) status</p> <p>Differentiation of approach between reparable components and consumable items may be necessary. Consumable management may be more straightforward – a quick win?</p>
	<p>Maintain the integrity of the configuration base by having a robust and linked ‘management of change’ process between industry stakeholders, i.e.</p> <ul style="list-style-type: none"> • between supplier & TOC/ROSCO customers (changes can be initiated either way) • between suppliers, i.e. 1st, 2nd, 3rd tier (changes can be initiated either way)
	Design authority responsibilities defined for components/products/software
	Software management

Managing repeat offending or rogue components	Warranty return and diagnostic testing processes which can replicate faults, supporting root cause diagnosis and preventing NFFs (<i>generic process/flowchart needed to benchmark existing processes</i>)
	Is there a difference in approach for components in or out of warranty, and if so, why?
	Managing 'repeat offender' product failures (rogue components)
	How are discrete component repairs managed with respect to component overhaul cycles?
	Supplier awareness of product/component operational reliability issues via TOC/ROSCO feedback
	Processes for continuous improvement
	Supplier involvement/feedback from fleet user groups
	Suppliers challenging product specifications if weaknesses are identified
Preventing product-specific NIR issues or other technical problems re-occurring on similarly designed products (i.e. dealing with the full spectrum of an issue, not just a localised issue)	
Managing material availability	Awareness by TOC logistics/spares managers of the existence and execution of spares management contract frameworks and agreed obligations
	Consideration of spares requirements during major projects, mandatory modifications or new build procurement
	Consideration of material requirements for whole life of vehicles
	Managing float condition (clean/dirty), both ongoing and at lease end, to maximise availability
	Pooled resources (material floats)
	Appropriate scaling of spares if fleets are leased to >1 TOC
	Ensuring appropriate and accessible storage of material at the point of use, e.g. a depot
Economies of scale	Standardised and rationalised products where possible to increase volume and resulting economies of scale
	Could existing pooled spares arrangements be combined in the future to increase spares accessibility?

Obsolescence	Suppliers proactively advising industry of product obsolescence issues
	Being proactive about whole life required of components (supply risk, research into alternatives, re-baselining components which have reached the end of their natural life (e.g. a VCB)
	Potential vehicle life extension considerations – common cross-ROSCO fleet issues/common solutions/increased certainty of component life requirements
Adopting relevant best practice from non-UK passenger rail	Benchmark against other rail – UK freight, European rail, Hitachi, Siemens, etc. (maybe for specific categories or issues, but taking account of differing public/privatised frameworks)
	Benchmark against other transport industries – airline, bus, car (e.g. Nissan logistics)
	Benchmark against non-transport industries – food, MoD, logistics, utilities