



Welcome to RIHSAC 99

Dilip Sinha
Secretary, RIHSAC

9 June 2015



Investigation into the disruption caused by overrunning engineering works on 27 and 28 December 2014 at King's Cross and Paddington

Joanna Whittington

9 June 2015

Outline of talk

- What happened?
- How did ORR respond?
- What we found?
- What we recommended
- What has happened since?

What happened...



“...wide spread confusion, frustration, disruption, discomfort and anxiety.”

How did ORR respond?

- Safety investigation

- Economic investigation
 - Criteria
 - Scope
 - Process
 - Timeline and analysis

What we recommended

■ Improved planning

- Operational contingency plan fit for purpose
- Cover risks to train services as well as on-time handback of the possession
- Risk assessment in the context of all work on the network

■ Oversight of possessions and communications

- Review processes for site reporting and management of contractors
- Clear go/no go decision points on works and operational contingency and their interaction
- Communicating up the chain of command

■ Incident response

- Network Rail and TOCs to review cascading of information
- Testing elements of the contingency plan
- Network Rail and TOCs to review arrangements for managing control of an overrun incident

■ Also clear that accurate and timely information can mitigate some of the impact

- TOC plans to improve

What we found?

- “....weaknesses in Network Rail’s planning, oversight and the incident response which followed, which failed to put the impact on passengers at the centre of decision making.”
 - Planning the King’s Cross possession did not take account of handing a working line back on the 27th
 - Communication of the contingency plan developed on 26th for King’s Cross was ineffective
 - Reporting the progress of works at Paddington was inaccurate
- Enough to establish that Network Rail had breached it’s licence
- Train operating companies followed established processes and did not breach their licences

What has happened since?

- Preparation for Easter/May day engineering works



- Network Rail implementation plan

Safety, Technical, Engineering

Sharing our new STE organisation

Emma Head, Director Safety Strategy

STE: Safety, technical and engineering centre of expertise



Setting policy and direction

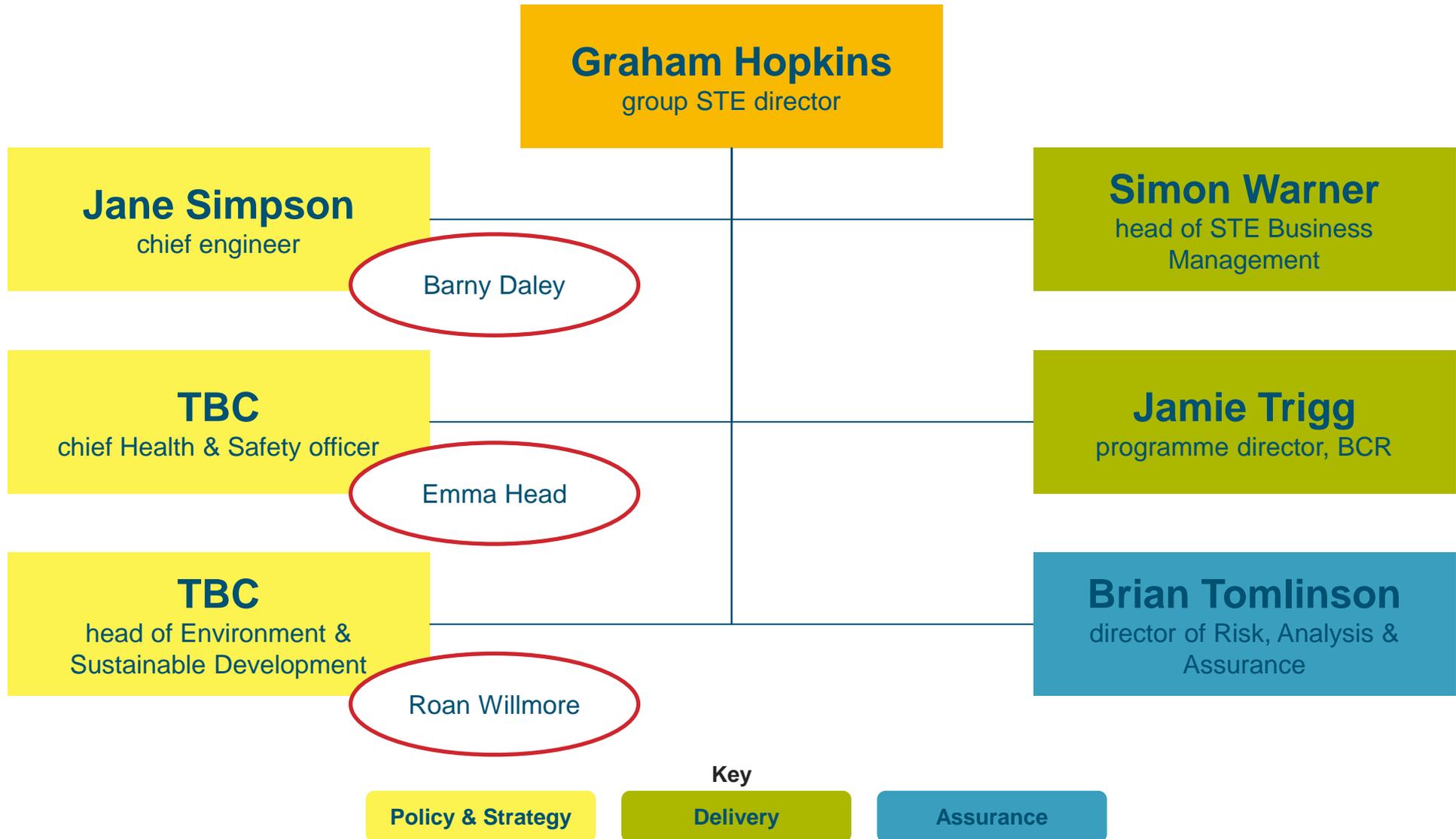
Providing assurance for every asset

Our proposed new structure will:

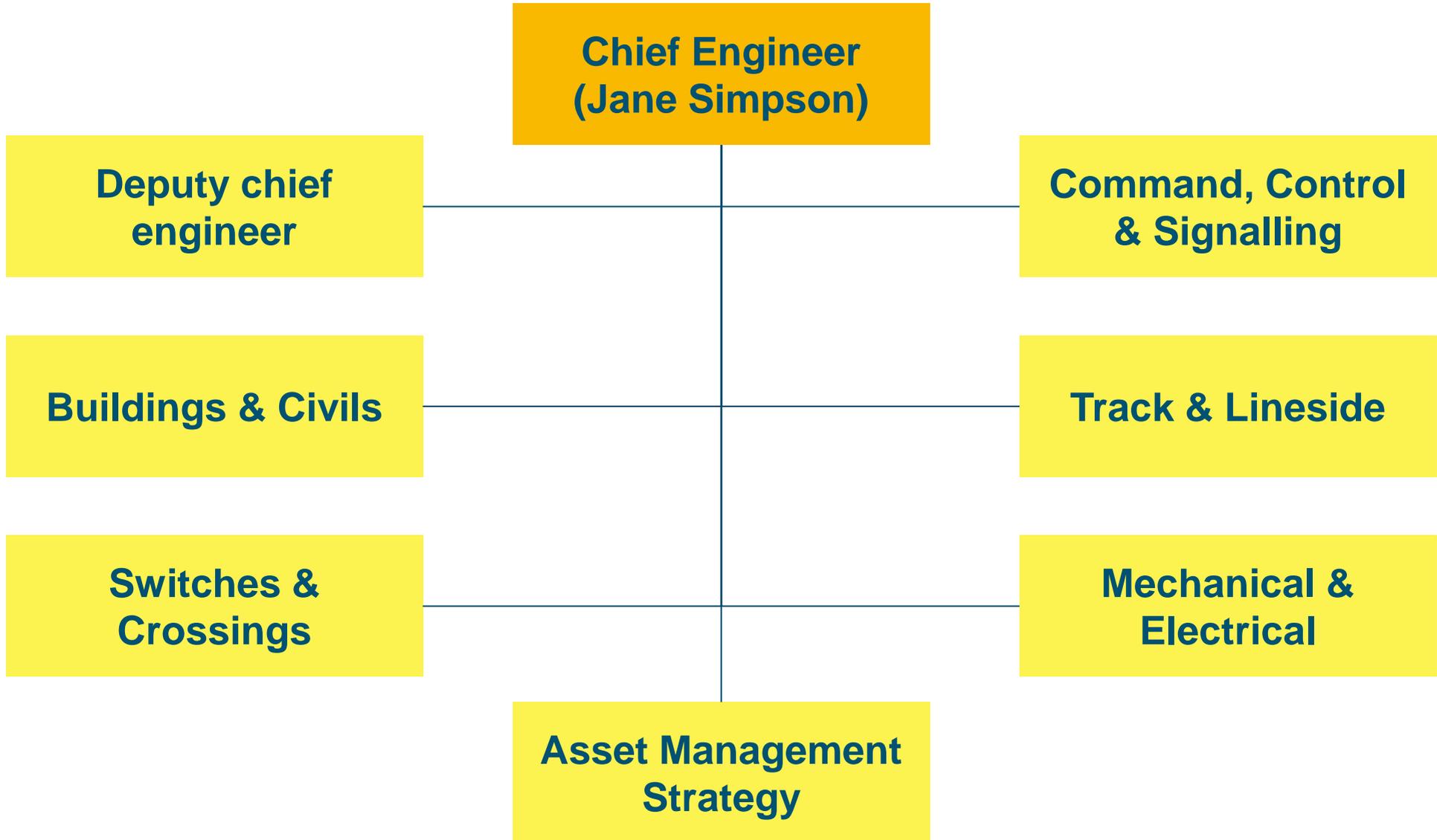
- Provide greater clarity and clearer accountability
- Reduce handovers
- Remove duplication

Enabling us to improve safety and performance

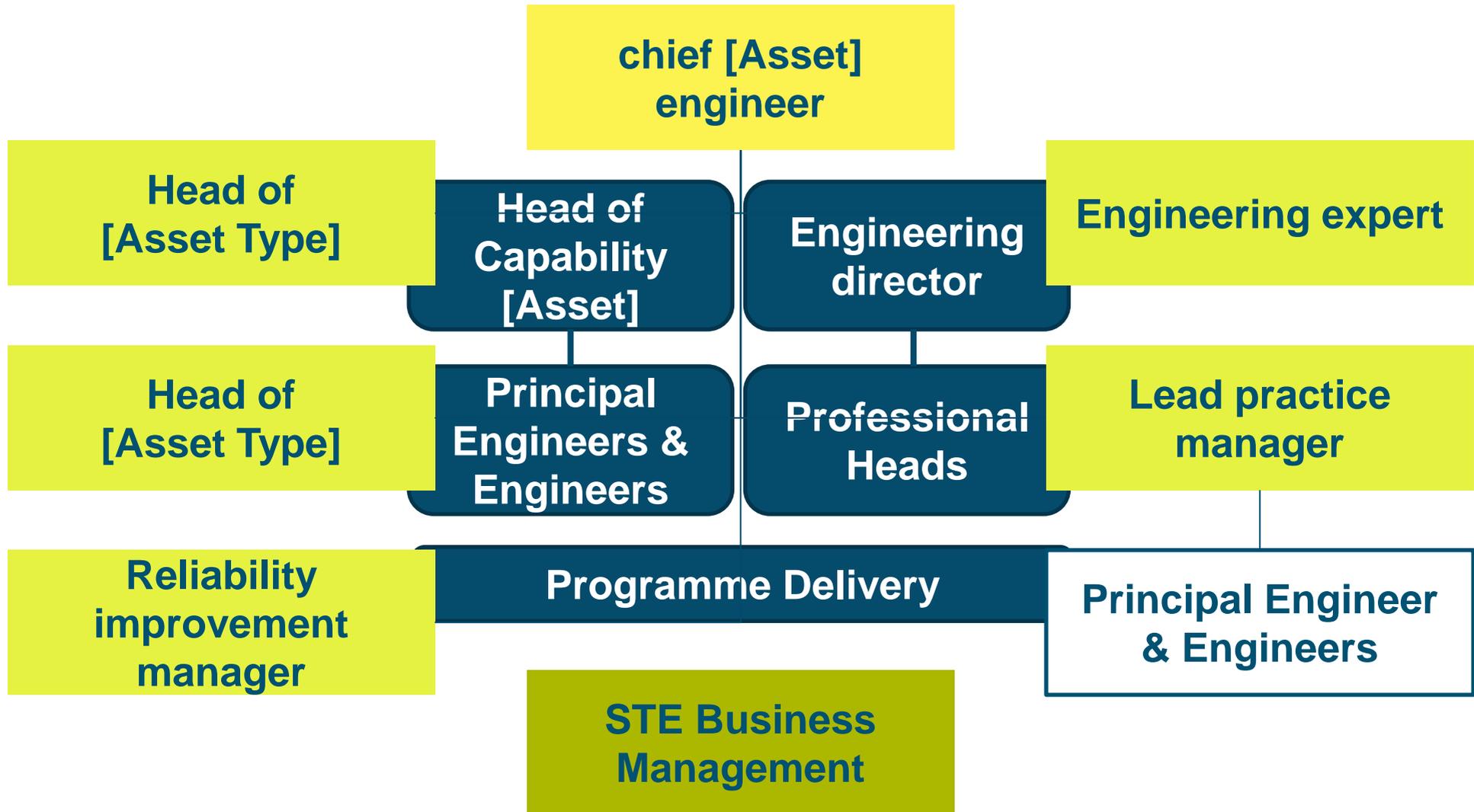
Proposed new STE organisation



Chief engineer



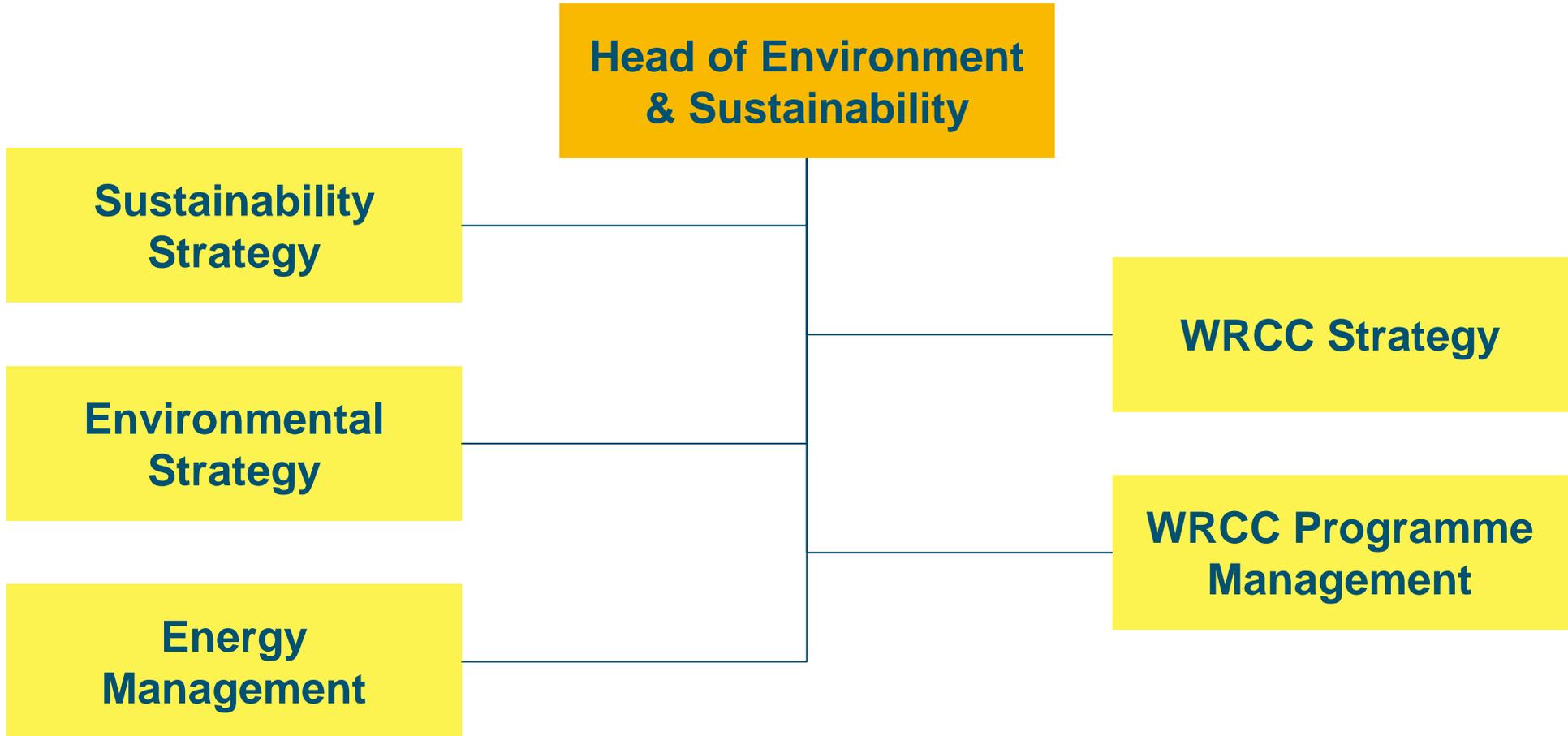
Our approach



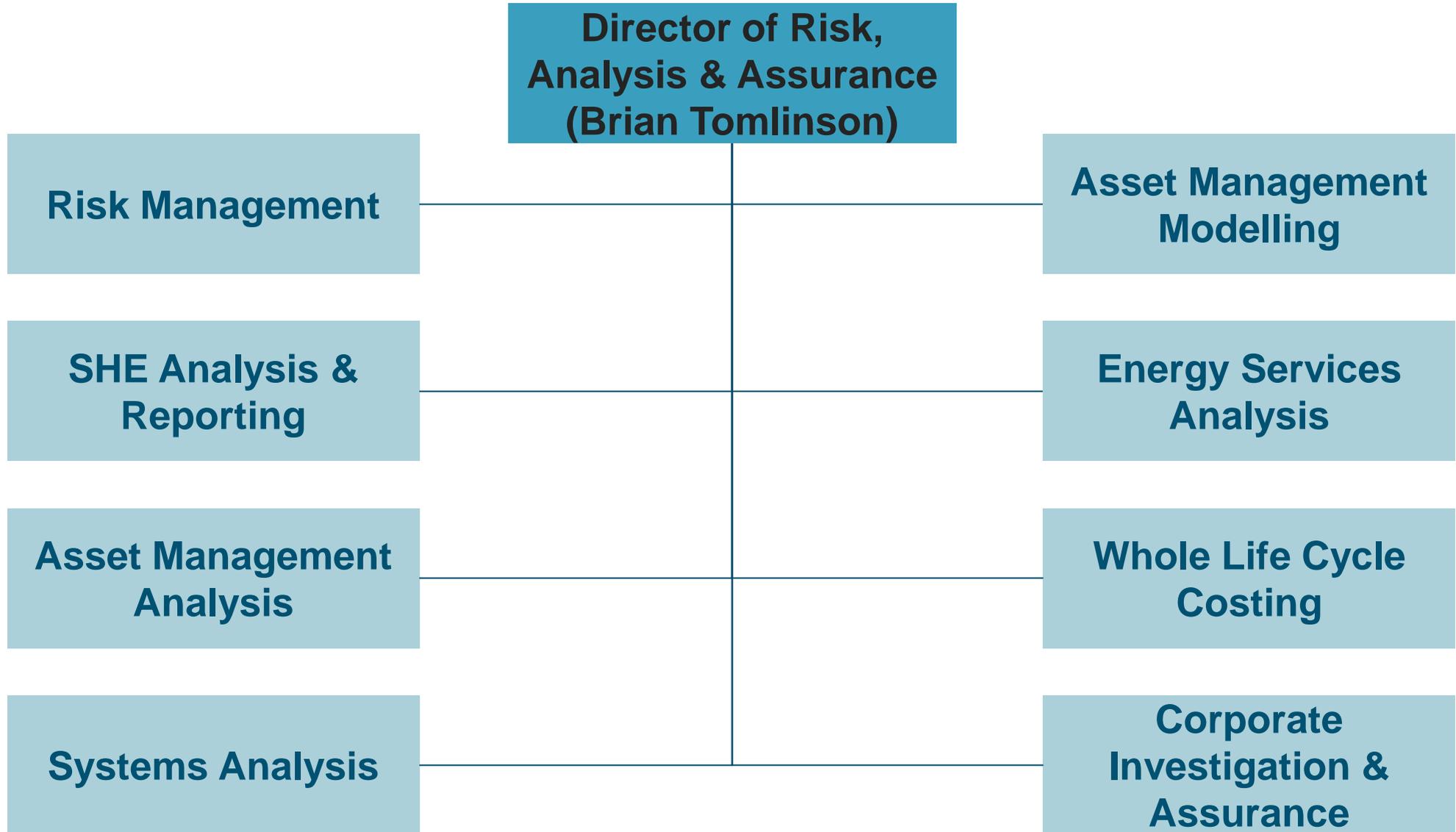
Health & Safety



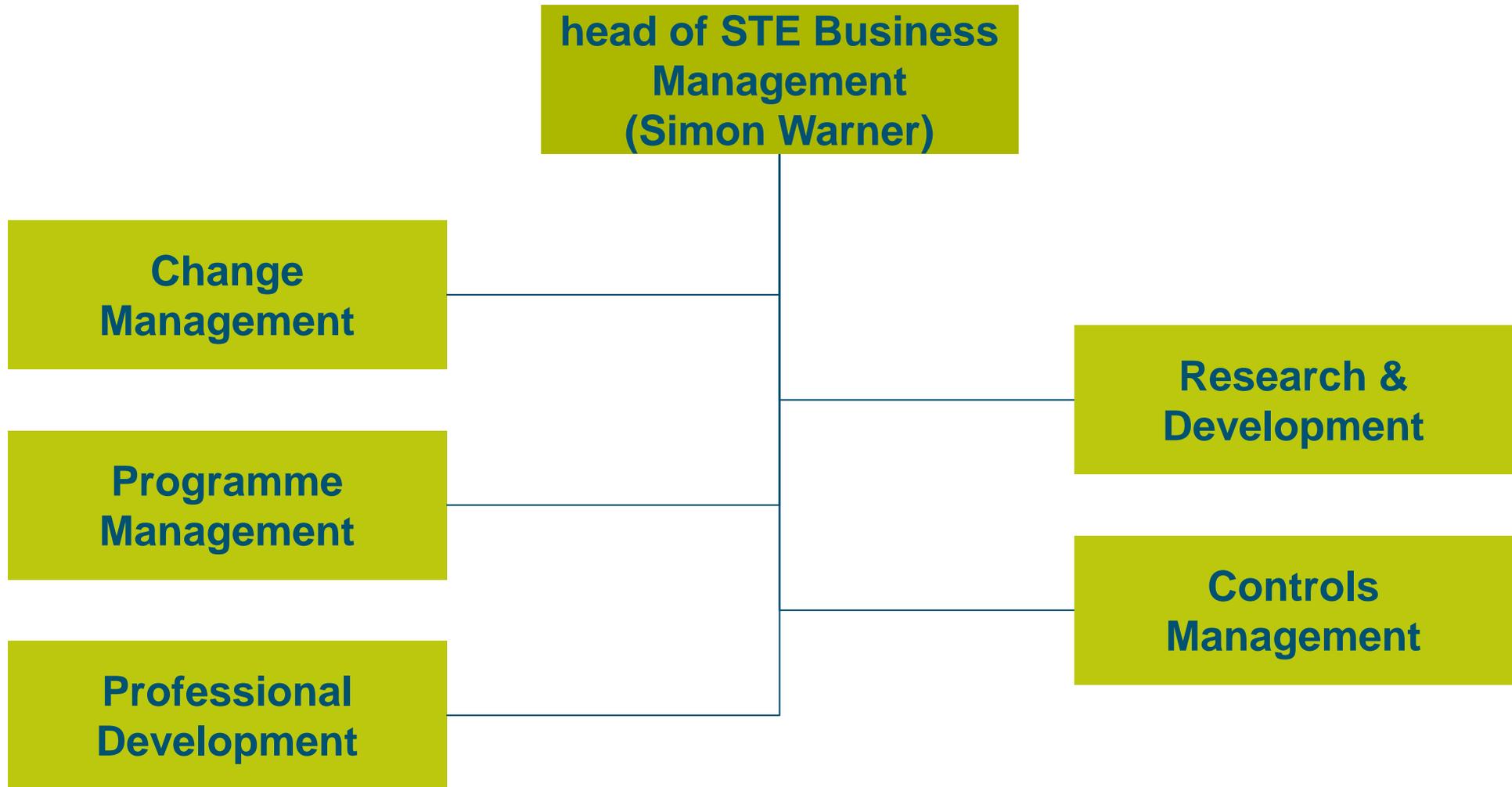
Environment & Sustainable Development



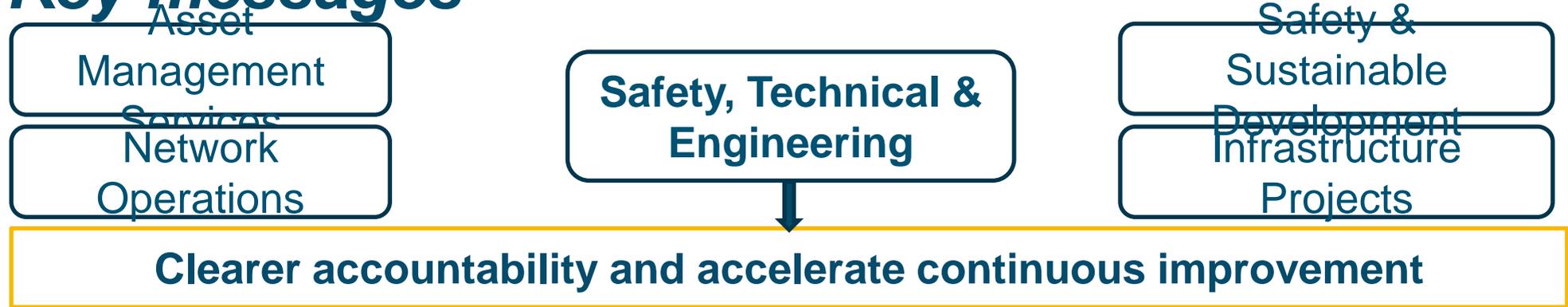
Risk, Analysis & Assurance



STE Business Management



Key messages



More time now = less change in the future



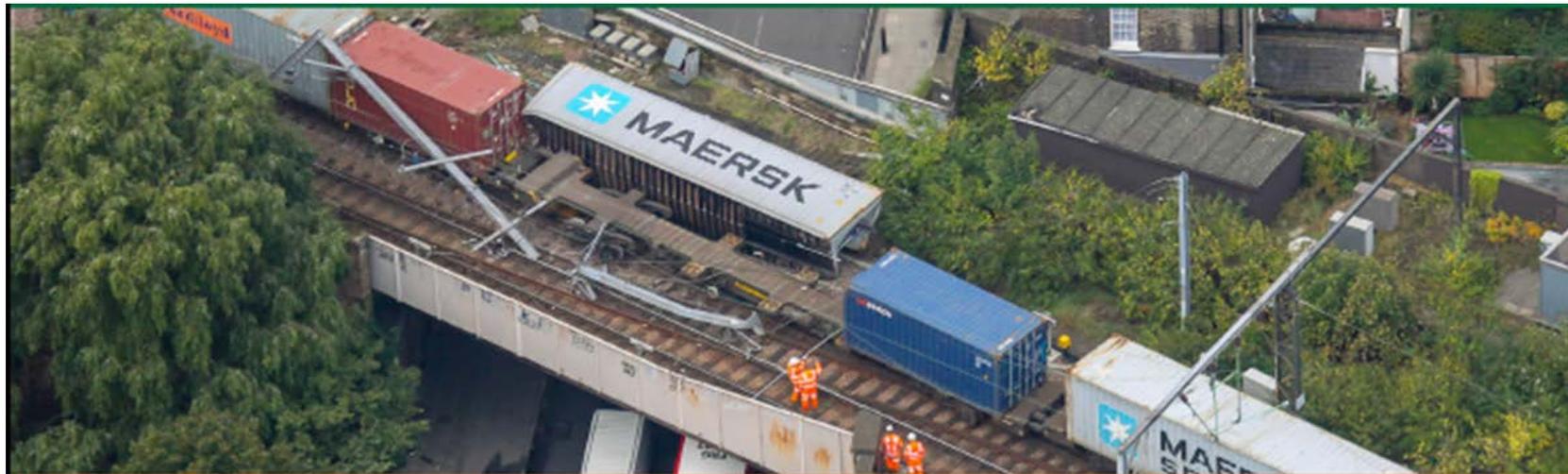
Reporting lines and job scopes may change



Freight Train Derailments: RIHSAC Update



Paul Frary



ORR Safety Regulatory Committee

- ORR concern regarding recent freight container train derailments
- Common issues identified from these incidents
- Paper presented on the 27 October 2014
- SRC to consider the issues presented in the paper and the suggested actions, and provide comment and advice to
 - Refine the actions
 - Determine the approach to facilitate industry in recognising the issues, the need for action and to take action.
- Chief inspector to write to industry highlighting the system risk and need for action – December 2014 👍
- Agreed to facilitate ORR Conference – March 2015 👍

Conference Industry Conclusions

- Acceptance that the combination of track faults, suspension faults and uneven loading has the potential to cause derailment
- Acceptance that the potential consequences are high – i.e. a catastrophic derailment
- The industry is keen to tackle this issue in a joined up and co-ordinated way
- The level of residual risk from derailments due to track twist and uneven loading is relatively low.
- However, the industry needs to review their understanding of the hazards and risks associated with container freight train derailments.

Conference agreed actions

- The industry to review their understanding of the hazards and risks associated with container freight train derailments
 - This review to be approached from a first principles system perspective.
 - The review should be based on detailed risk analysis supported by bow tie assessment. The existing SRM/PIM provides information that can form part of this review. The initial basic bow tie analysis presented in ORR's paper is a potential starting point.
 - The review should include consideration of what has changed/is changing on the railway that could change the industry understanding of the way in which these types of derailment can occur and the way they are modelled/assessed.
 - The risk analysis work should take account of views and inputs from organisations outside the rail sector with responsibilities for forwarding, loading and handling of freight containers.

Conference agreed actions

- The XIWG should lead this work as it provides a good forum for taking the actions from this meeting forwards as it already includes specialist railway infrastructure (track), rolling stock and risk expertise.
- The XIWG would provide ORR with formal written progress reports in 6 months and 12 months.
- The ORR to contact other enforcing authorities (e.g. VOSA, MCA, HSE) to discuss potential opportunities for seeking improvements in the packing, weighing and loading of containers across the container delivery chain and feedback to the XIWG.
- ORR and RSSB to meet and discuss wider issues regarding safety decision making, Taking Safe Decisions Issue 2 and the linkages between the Safety Risk Model, risk assessments and managing risks so far as is reasonably practicable (SFAIRP).

Industry Progress - Update

- XIWG met on 10-4-15 – items covered were:
 - Review of ORR meeting of 6th March
 - Review of recent accidents
 - Twist measurement using longer wavelength
 - Industry Standards
 - Computer simulation testing
 - GOTCHA data
 - Intermodal container traffic

- XIWG meets again on 3-6-15
 - In addition to items above
 - Bow Tie Workshops
 - Investigate contribution of container stiffness to wagon
 - Fit data logger to loading crane

ORR Progress - Update

- ORR providing Safety management expertise input to XIWG and withdraw engineering expertise.
- ORR has contacted HSE VOSA, MCA and PSS (Port Skills and Safety)
- Conference actions agreed and will go on ORR website in early June along with presentations from the conference and Ian Prosser's initiating letter and paper.
- ORR and RSSB to meet on 14-5-15 to discuss wider issues regarding safety decision making.



Railway Industry Health and Safety Advisory Committee Road Driving Risk in the Rail Industry

Presented by:

9th June 2015

Review RTC incident data + Safety Alerts



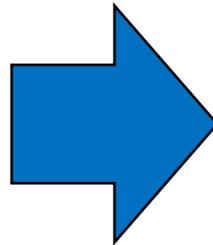
Road Traffic Injuries

Killed: 1,713

Seriously injured: 21,657

Minor injuries: 160,000

5 deaths and 60 seriously per day



Work Related Road Driving 25% - 40%

Killed: 428-685

Seriously injured: 5,414-8,663

Minor injuries: 40,000-64,000

1-2 deaths & 15-24 seriously per day

Out of 100 people:

4 on mobile phones

2 not wearing seatbelts

0.5-7.0 under the influence of Alcohol

0.5-9.5 Speeding

Hampshire & Thames Valley Police

“After deep sea fishing and coal mining, driving 25,000 miles a year on business is the most life-threatening activity we undertake – more dangerous than working in construction”

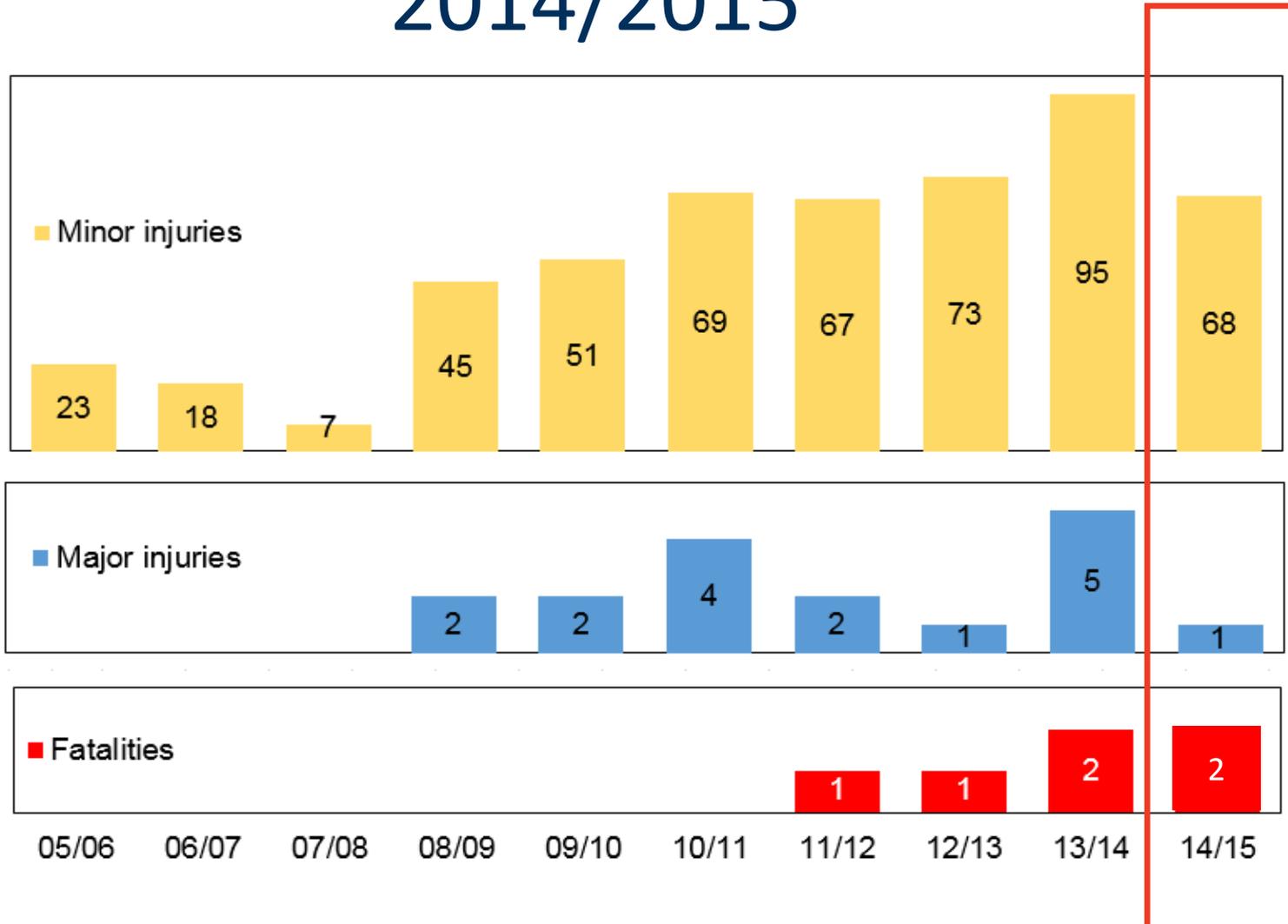
RoSPA

Agenda item 3

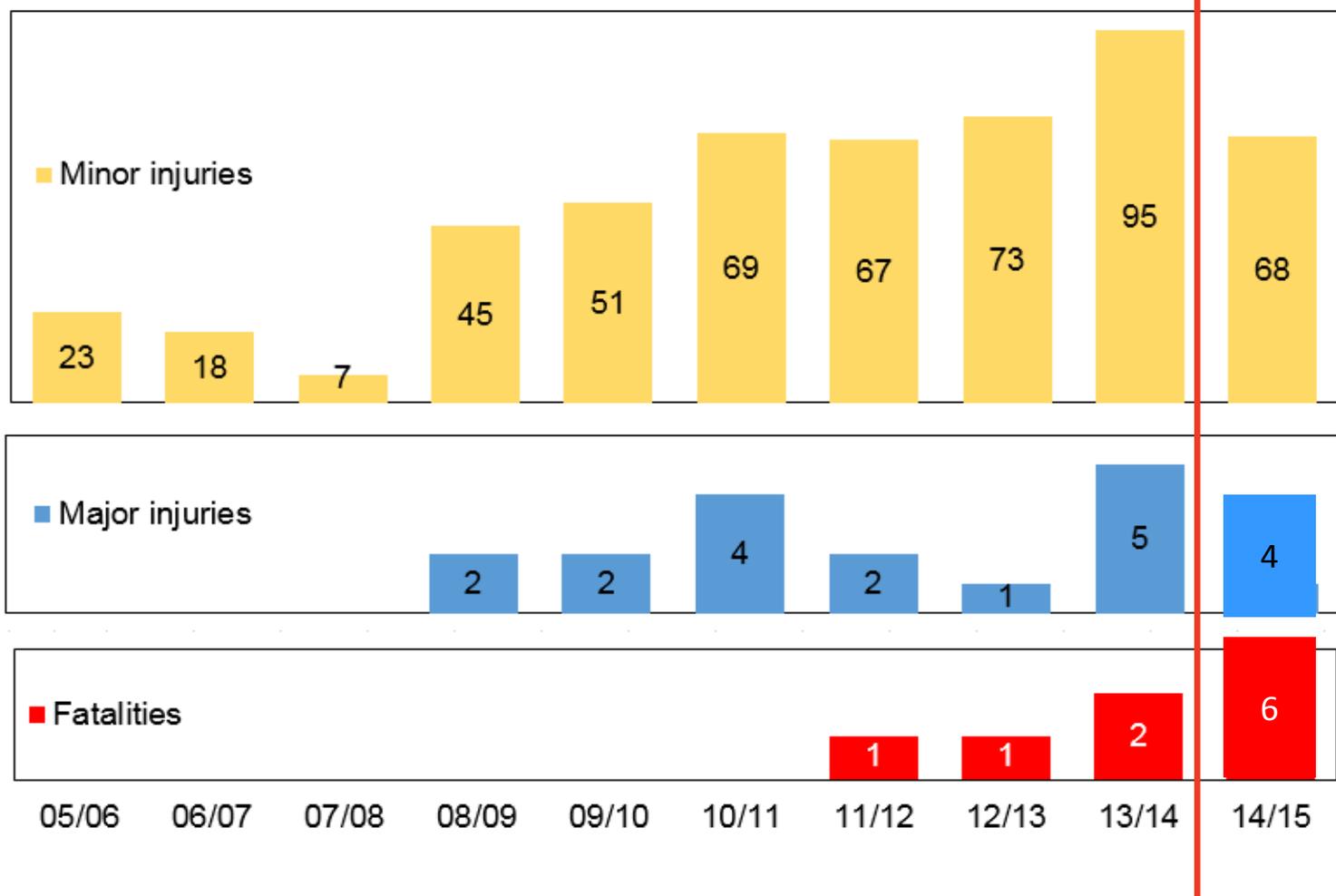


Review RTC incident data + Safety Alerts

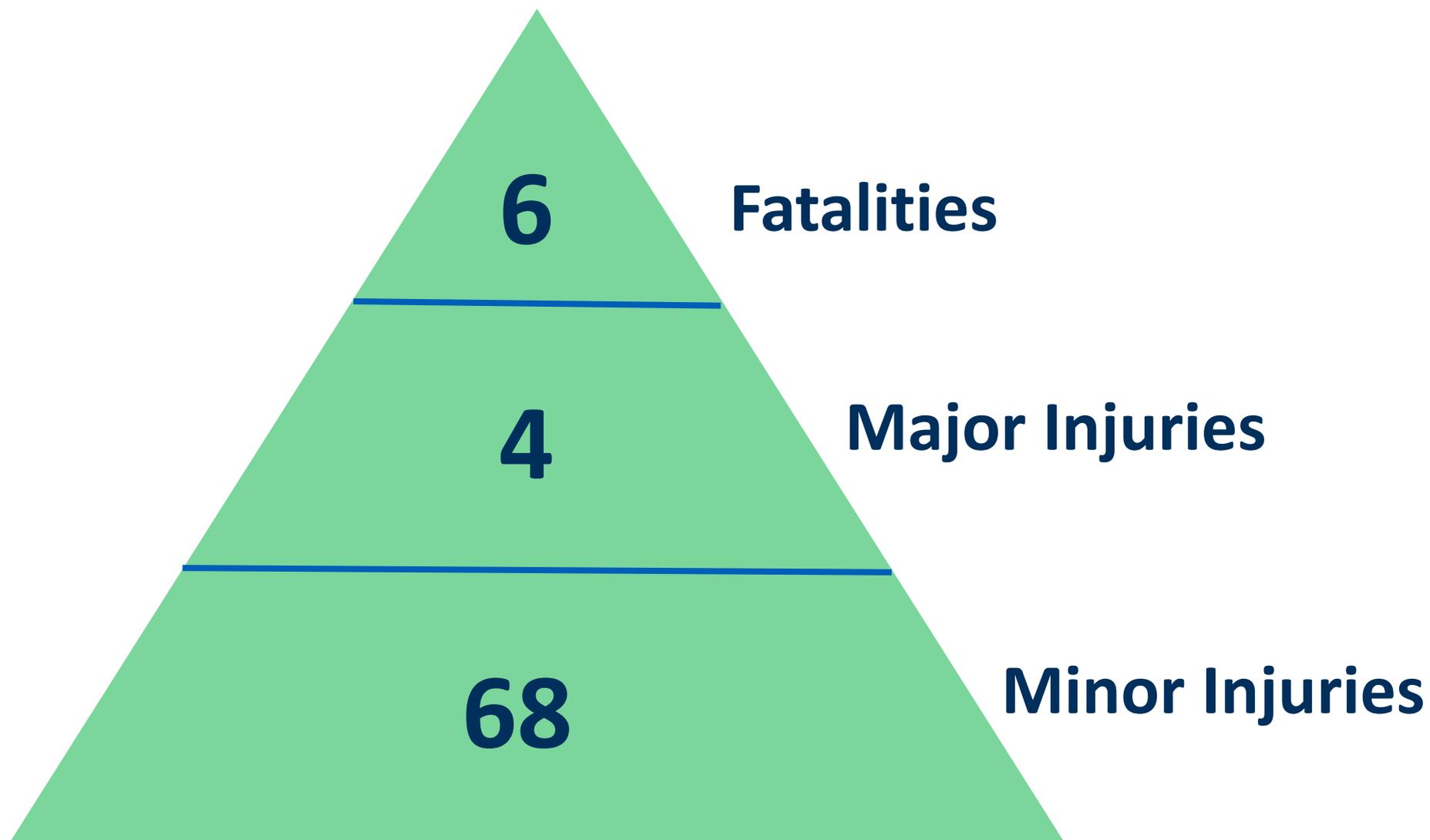
2014/2015



RTC incidents 2005 - 2015



RTC incidents 2014/15



Profile by Vehicle

Vehicle Type against Incident Type (2010 – 2015)

	Collision Vehicle	Collision Object	Other	Overtaken	Hard braking	Total
Van	142	24	8	11	3	188
Unknown vehicle	112	16	20	6	1	155
Taxi	28	2	8		3	41
Car	21	5	1			27
Other vehicle	5	2				7
Motorbike	1		1	5		7
Total	309	49	38	22	7	425

IOSH WRRD Conference feedback

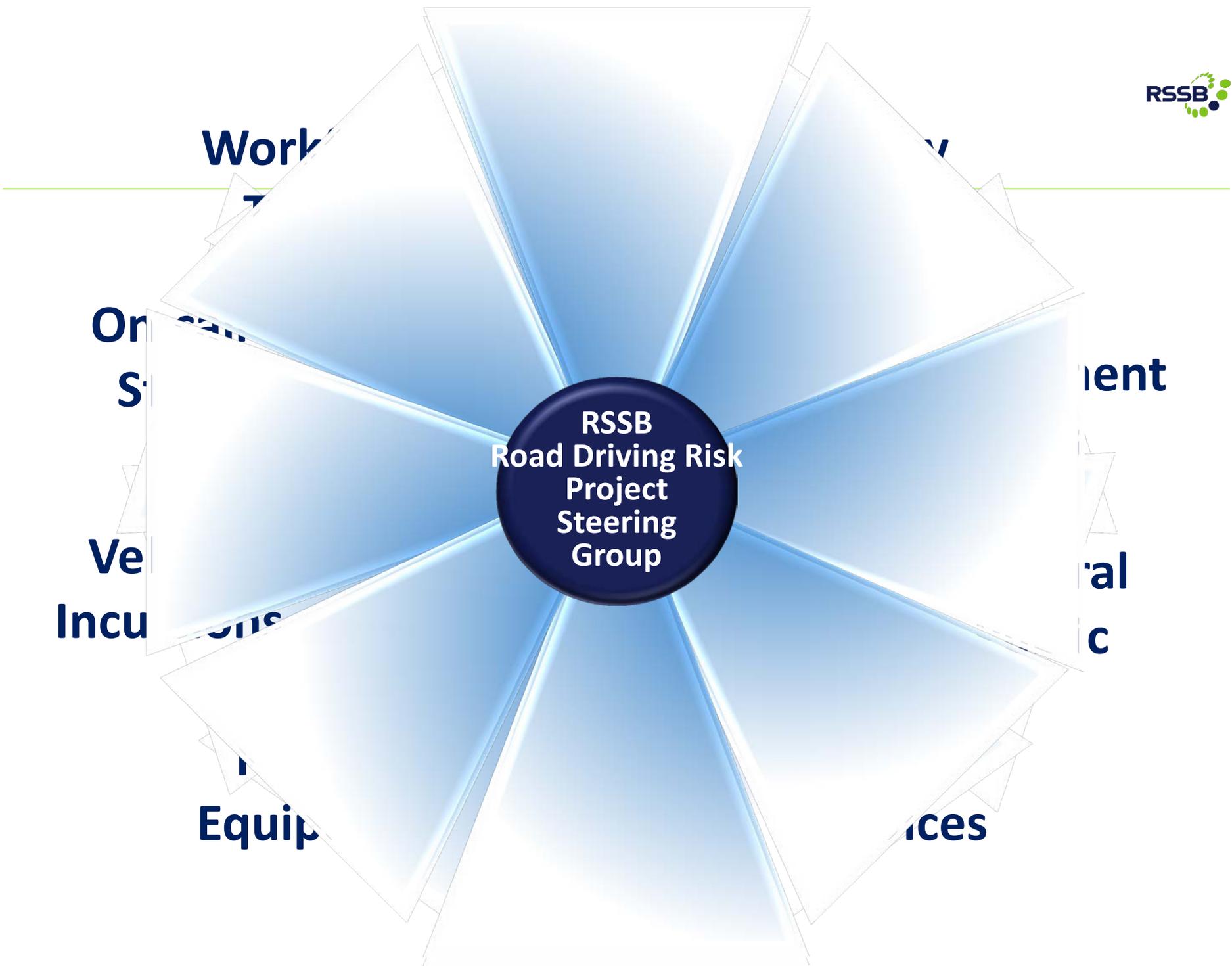
A collaborative effort by the rail industry

- Led by RSSB Road Driving Risk – Project Steering Group
- Sponsored by IOSH
- Supported by Network Rail & RSSB
- Delivered by Industry Sector Groups
- Attended by the rail industry



RDR Project







(HSE, ORR,
RoSPA, ACPO,
Trade Unions)

Train
Operating
Companies

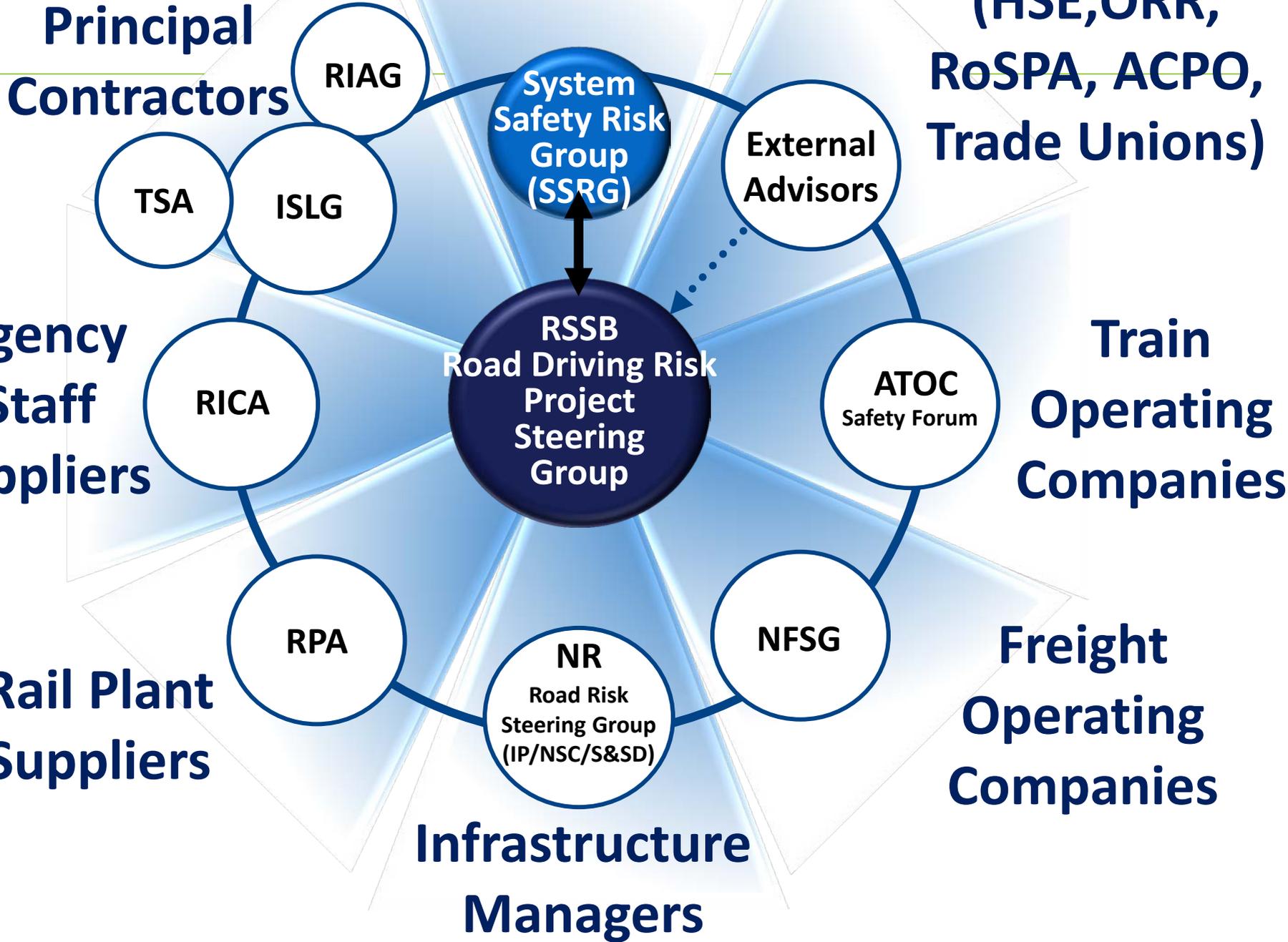
Freight
Operating
Companies

Infrastructure
Managers

Principal
Contractors

Agency
Staff
Suppliers

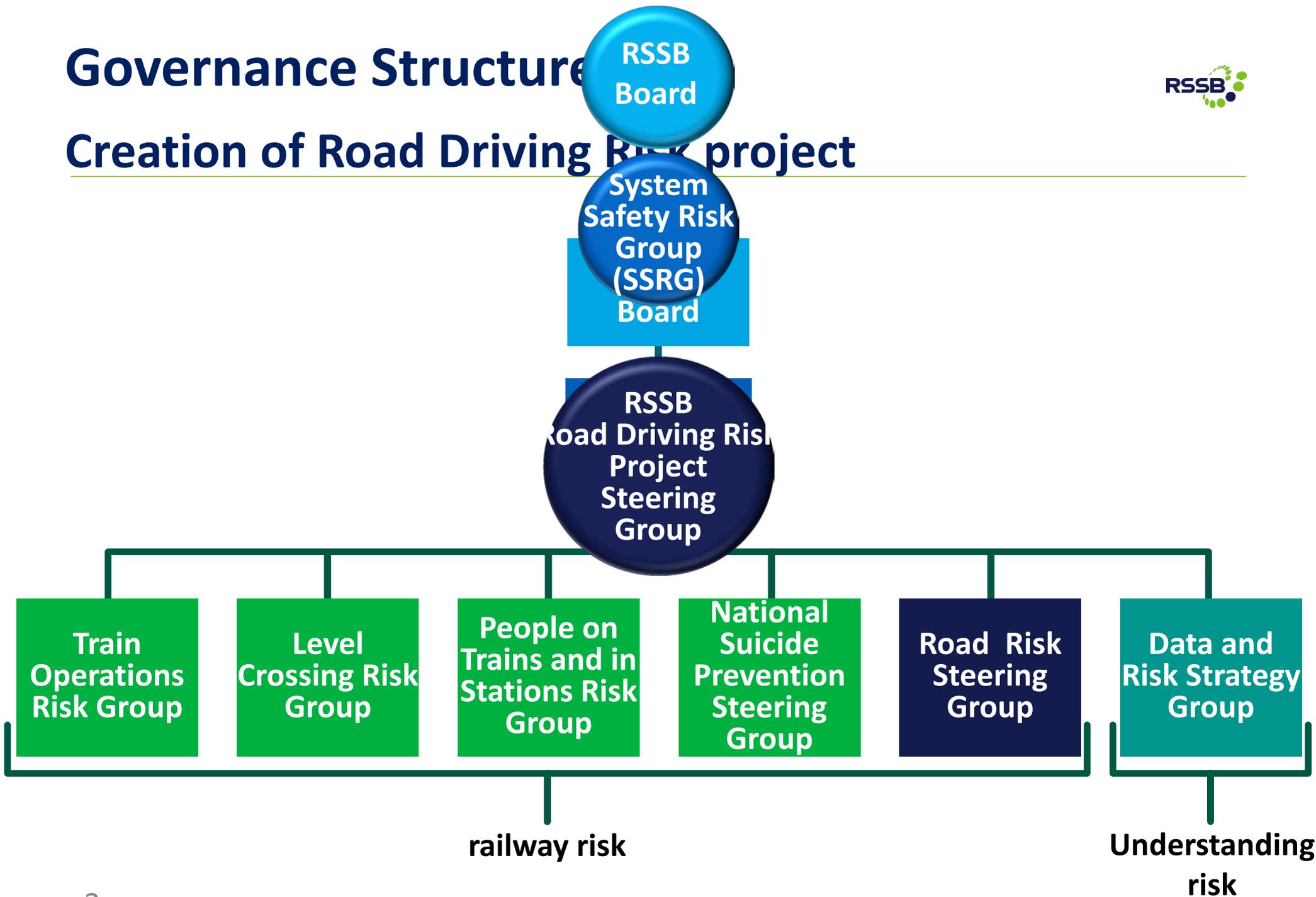
Rail Plant
Suppliers



Governance Structure



Creation of Road Driving Risk project



Work Related Road Driving – IOSH Sponsored Conference

IOSH Annual safety Award – (WRRD)

Task 1

Modifications to SMIS reporting process

Task 2

Contractors RTC Reporting Process

Task 3

Evolving the RSSB RDR Website content

Task 4

Managing Contracted Road Services

Task 5

Developing Management Principles

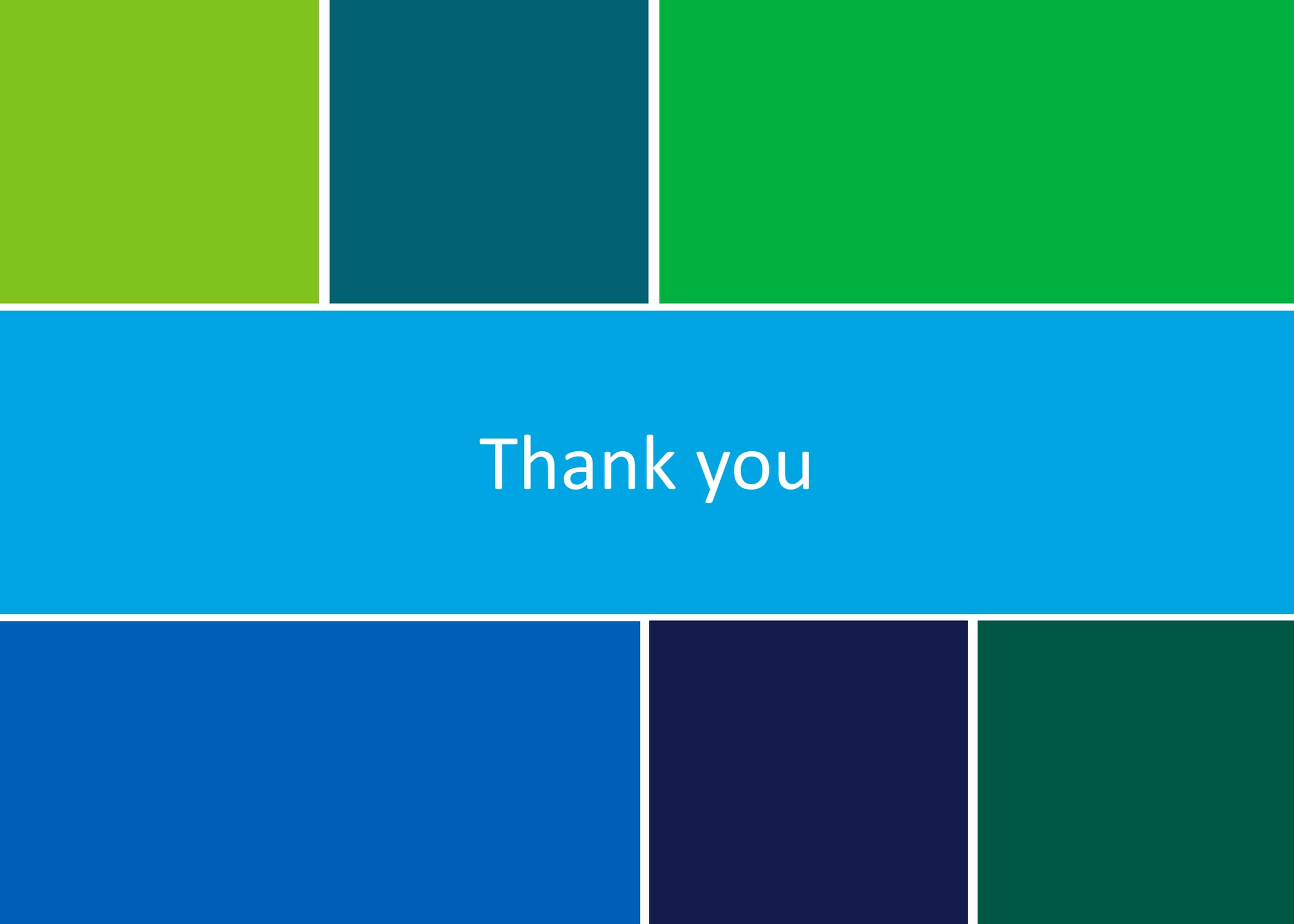
Task 1 - Industry Data – SMIS Records

SMIS Reports involving “road vehicles”

- Inconsistent regarding SMIS definition of when a RTC should be reported
- Location (highway, forecourt, car park) outside the railway environment
- Persons involved – usually focussed on the employee
- Injury types /definitions/near misses?

Task 3 – Evolving the RSSB RDR Website Content

- Developing portal to:
 - Promote the RDR project & objectives
 - Provide cross industry good practice
 - Provide performance statistics
- Linking RSSB RDR website to industry sector websites



Thank you



OFFICE OF RAIL AND ROAD



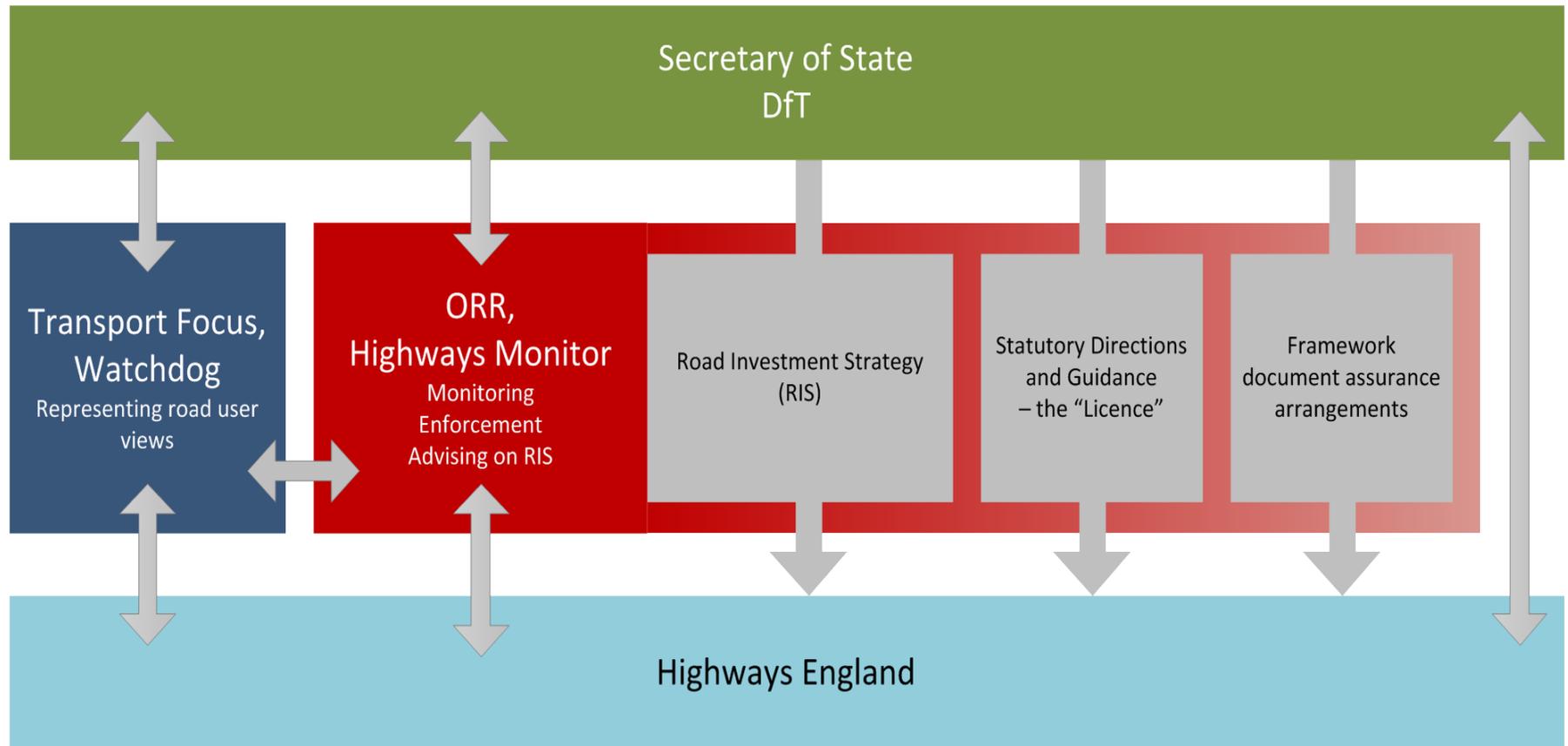
Monitoring Highways England

Peter Antolik
Highways Director

June 2015

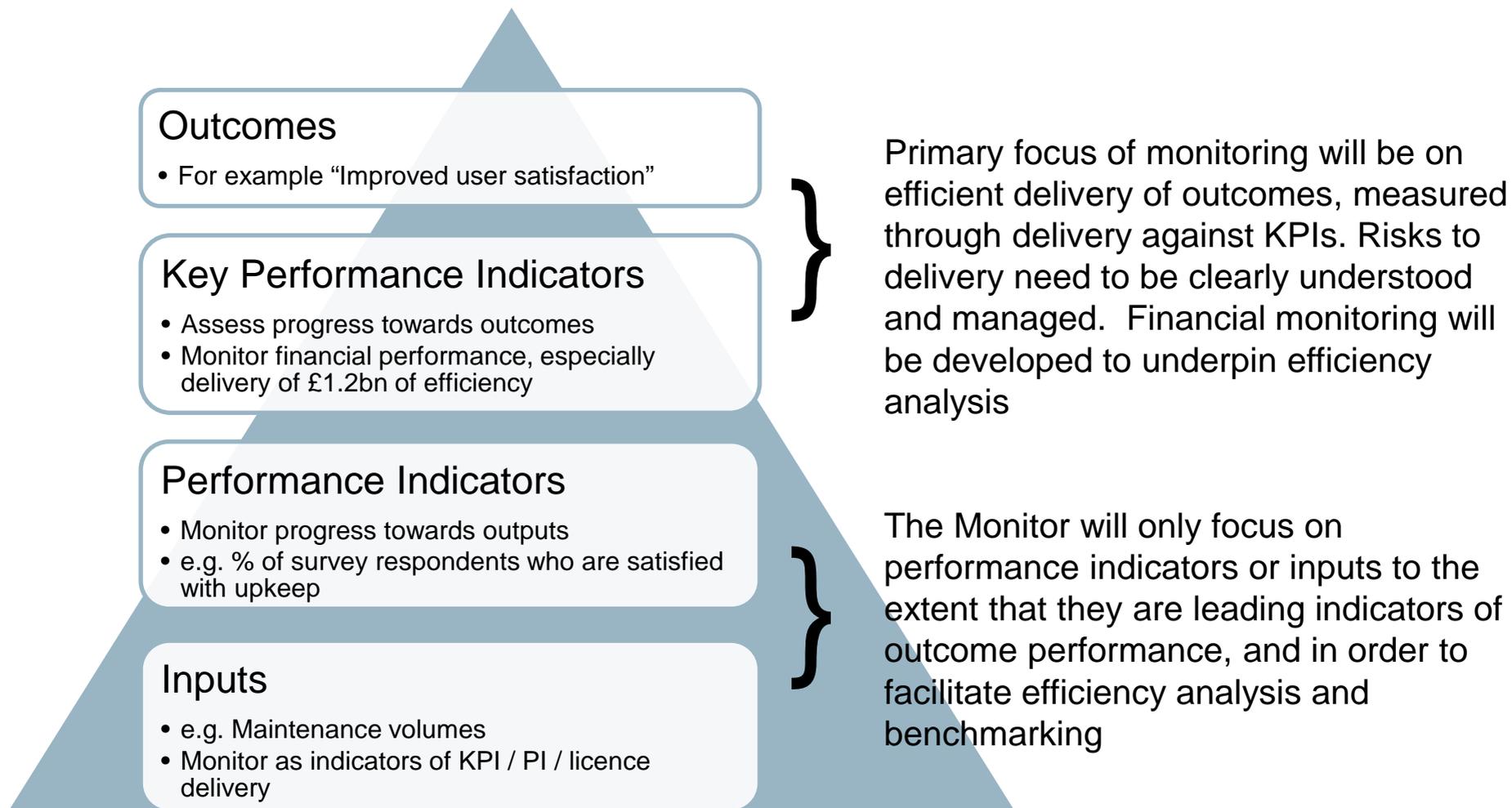
Highways Monitor

The Highways Monitor has now been formally established, alongside Transport Focus, and Highways England



Outcome-based performance monitoring

There is a natural hierarchy of measures – with high-level outcomes at the top, measured by Key Performance Indicators



Constructive engagement

We need to establish positive working relationships with all key stakeholders, and ensure we are transparent and proportionate

- Aim to be open and transparent, reaching out to a wide variety of sector stakeholders
- Regular, structured engagement with Highways England, Transport Focus and Department for Transport
- Partner with Highways England and others in developing the regime
- Seek to avoid perception of being "too detailed" or "not focused on user outcomes"
- Our engagement philosophy will be:
 - Positive, seeking to work together and avoiding an adversarial atmosphere
 - Open and communicative, providing all parties with information needed to perform their roles
 - Respectful, particularly in relation to different organisations' roles and capabilities
 - Aligned on the promotion of value for public money and efficient operations
 - Robust in challenging, where necessary

Focus on efficiency and value-for-money

A primary objective of the monitoring regime: we will focus on financial performance and develop a programme of benchmarking

- Develop a programme to measure efficiency and conduct benchmarking
- Establish the correct "baseline" for measuring efficiency over RP1
- Engage with Highways England on its “Efficiency and Inflation Monitoring Manual”
- Use ORR expertise in rail – to ensure that efficiency analysis is supported by an assessment of asset management sustainability
- Bottom-up approaches may include: an assessment of spend versus funding, logging of efficiency initiatives, unit cost analysis, project-level outturn compared to budget
- Top-down approaches may include: regional, national and international comparators, both in the roads sector and other infrastructure areas

Highways Monitor initial plans

We are finalising our workplan for 2015/16 – which will establish the initial monitoring regime and kick-off longer-term initiatives

Consultations and Monitoring Framework

- Publish conclusions from monitoring consultation (Autumn 2015)
- Finalise framework including data requirements (Autumn 2015)
- Agree engagement plans with Highways England and DfT (Summer 2015)
- Consult on, and finalise, enforcement approach (Autumn 2015)

Performance Assessments

- Review monthly reporting from Highways England (May 2015 onwards)
- Piloting our assessment / reporting (throughout 2015); publication of annual assessment (Summer 2016)
- Define and start delivery of benchmarking programme (Autumn 2015)

Governance and Capability

- Establish Highways Committee and Expert Panel (Apr - Sep 2015)
- Build Highways directorate, leveraging existing ORR expertise (ongoing)
- External engagement to promote role of ORR and seek feedback (ongoing)