

# Rail Partners

## GB Rail industry and Rail Partners

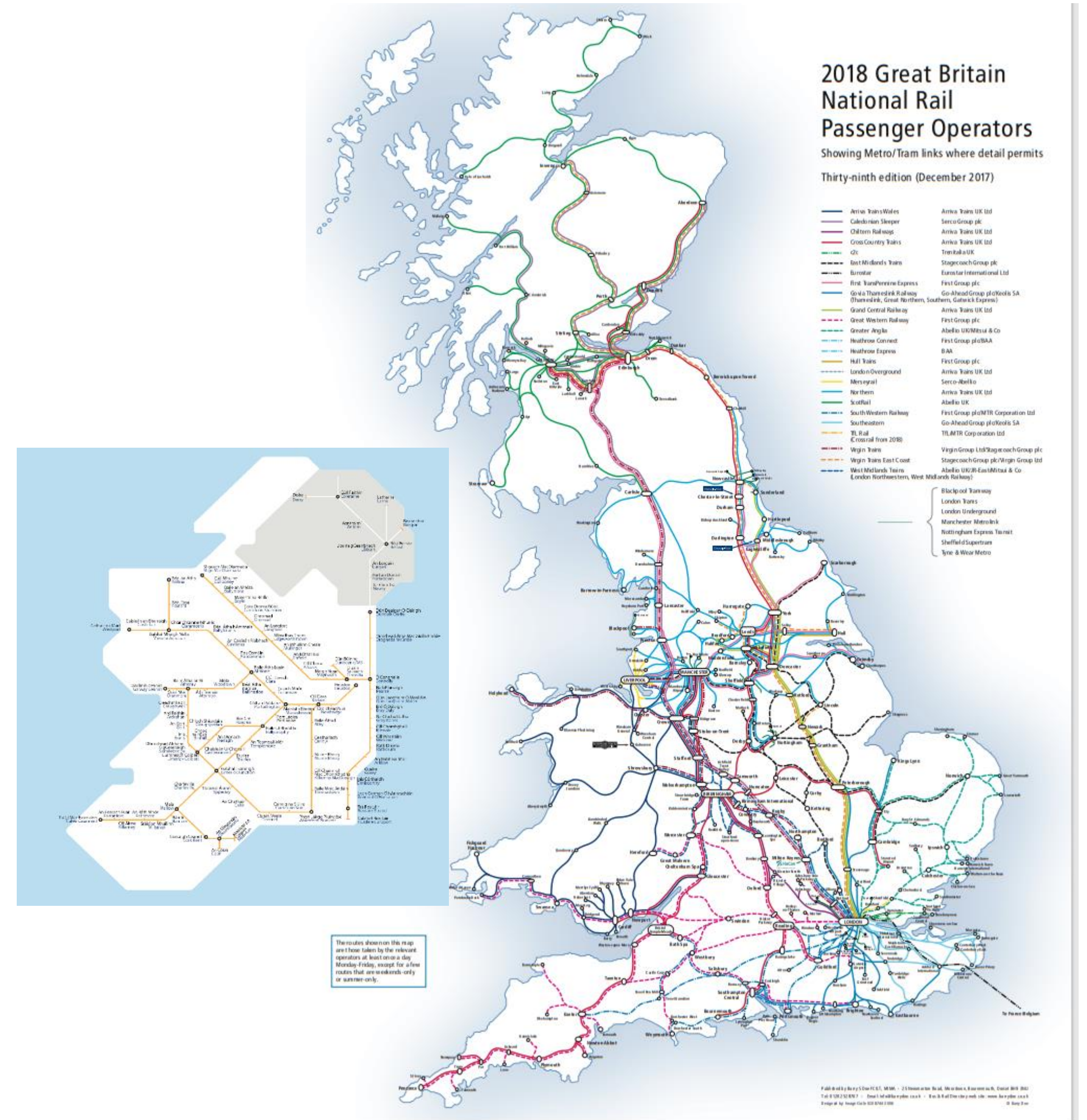
December 2022

Phil Barrett v3  
Date 07/12/2022





- Total rail industry income in the latest year was £21.3 billion.
- £13.3 billion from government funding, £6.5 billion from passenger operators and £1.5 billion from other sources
- 1.739M journeys pre covid and now back up to 85-90%
- GB system is 15,811 km (9,824) of which 5,374 km (3,339 ) is electrified
- 2,576 stations
- Staff 115K plus 250K in the supply chain
- Rail Partners members include Ireland North and South





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- Infrastructure managed by Network Rail
  - Passenger train Operations delivered by Train Operating Companies (trains , stations, and staff)
    - Franchises
    - Concessions
    - Open Access Operators
  - Freight train Operations delivered by Freight Operating Companies (trains , depots/yards and staff)
  - Some vertically Integrated companies
    - Translink and Nexus
  - Contractors and suppliers

# The private sector has helped transform the railway over the last 25 years

## Passenger services up by a third

On the eve of the pandemic the railways ran over 21,000 services on an average day – nearly a third more than before privatisation



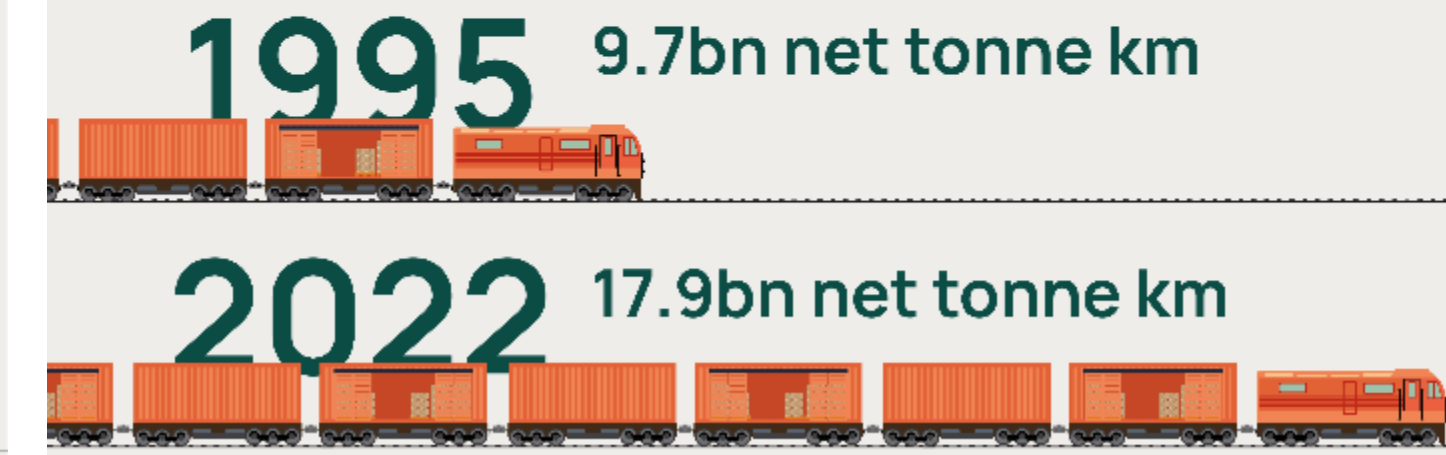
## More than a doubling of passenger journeys

A 138% increase outpacing growth in European countries such as France and Germany pre-pandemic



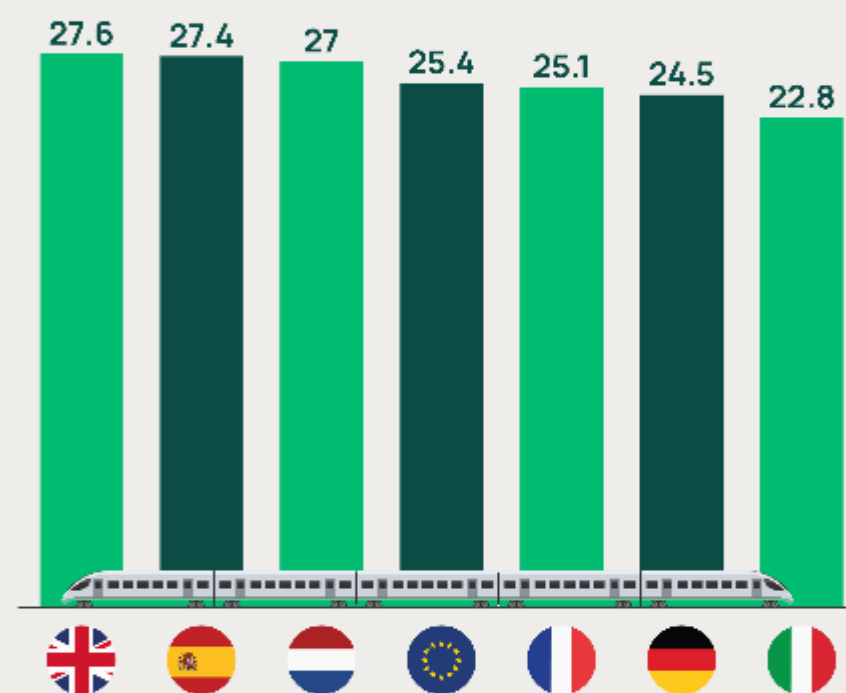
## A freight renaissance

An 84% increase in volumes (excluding coal) in the two decades following privatisation and private investment of over £2.8 billion



## Improved satisfaction

Our railway outperforms other major European railways on overall satisfaction



Flash Eurobarometer 463 Report: Europeans' satisfaction with passenger rail services

## Transformed industry finances

From a £2bn operating deficit to an operating surplus in many of the years before the pandemic.

overtuned a £2bn deficit

RDG analysis

## The safest in Europe

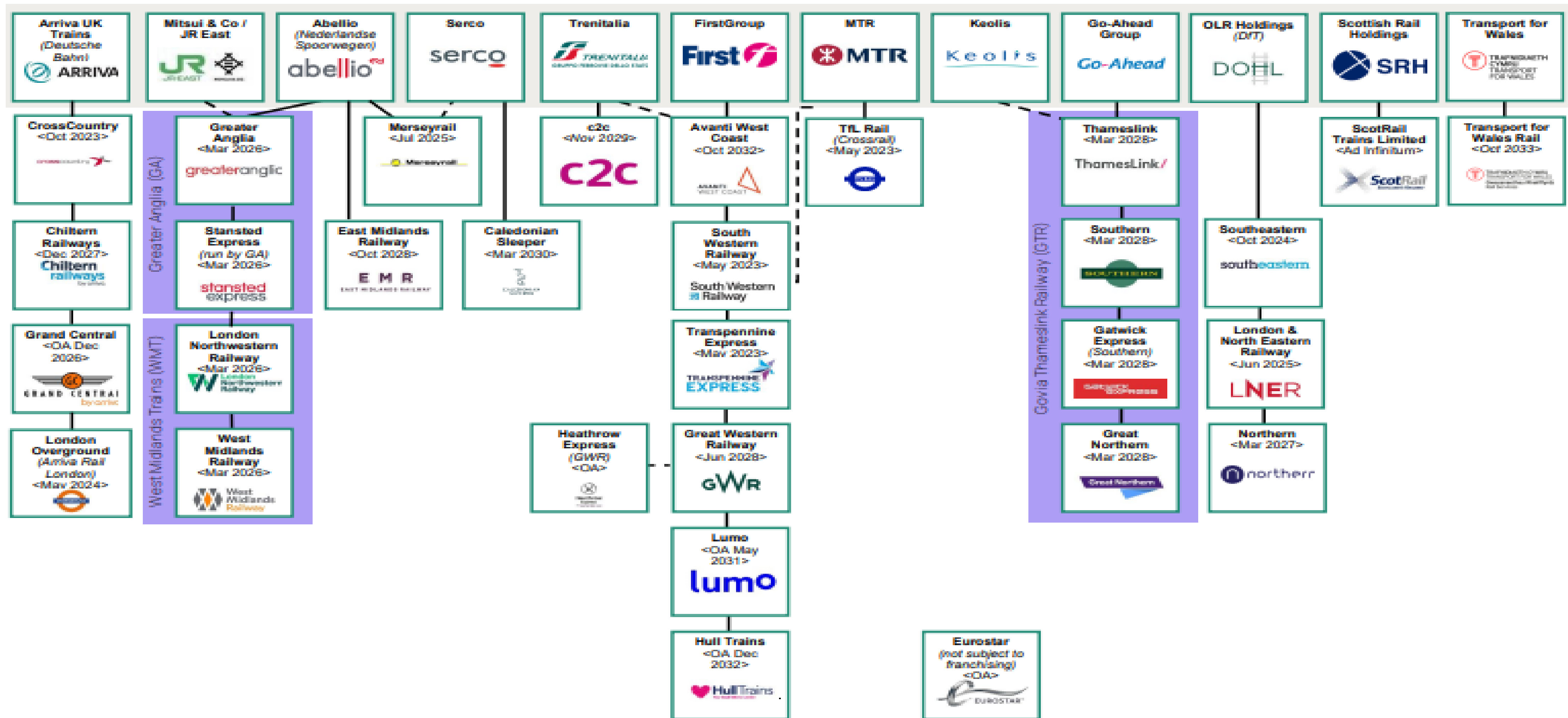
Compared to other EU countries, GB rail ranks highest across 5 combined safety criteria



Safest in Europe

ORR Common Safety Statistics

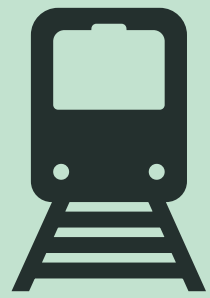
# Train Operating Companies - Ownership



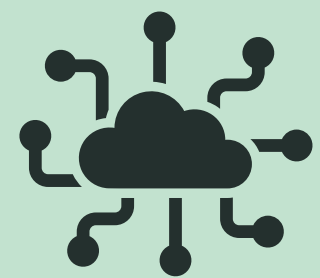
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- Owning groups, freight operators and TOCs are members of Trade Body “Rail Partners” – split out from RDG
  - Rail Partners Advocacy Services provides lobbying, influencing and policy development on behalf of independent owning groups and freight operators
  - Rail Partners Operator Services separately provides services for operators to convene in a safe space, share best practice and coordinate and align on issues around the running of the railways, such as in operations, engineering and HR policy
  - Office location: 1 Northumberland Avenue (next to Trafalgar Square)



# What we do: In Operator Services



Facilitate collaboration and the sharing of best practice across train operators to deliver a safe, efficient, punctual and sustainable railway



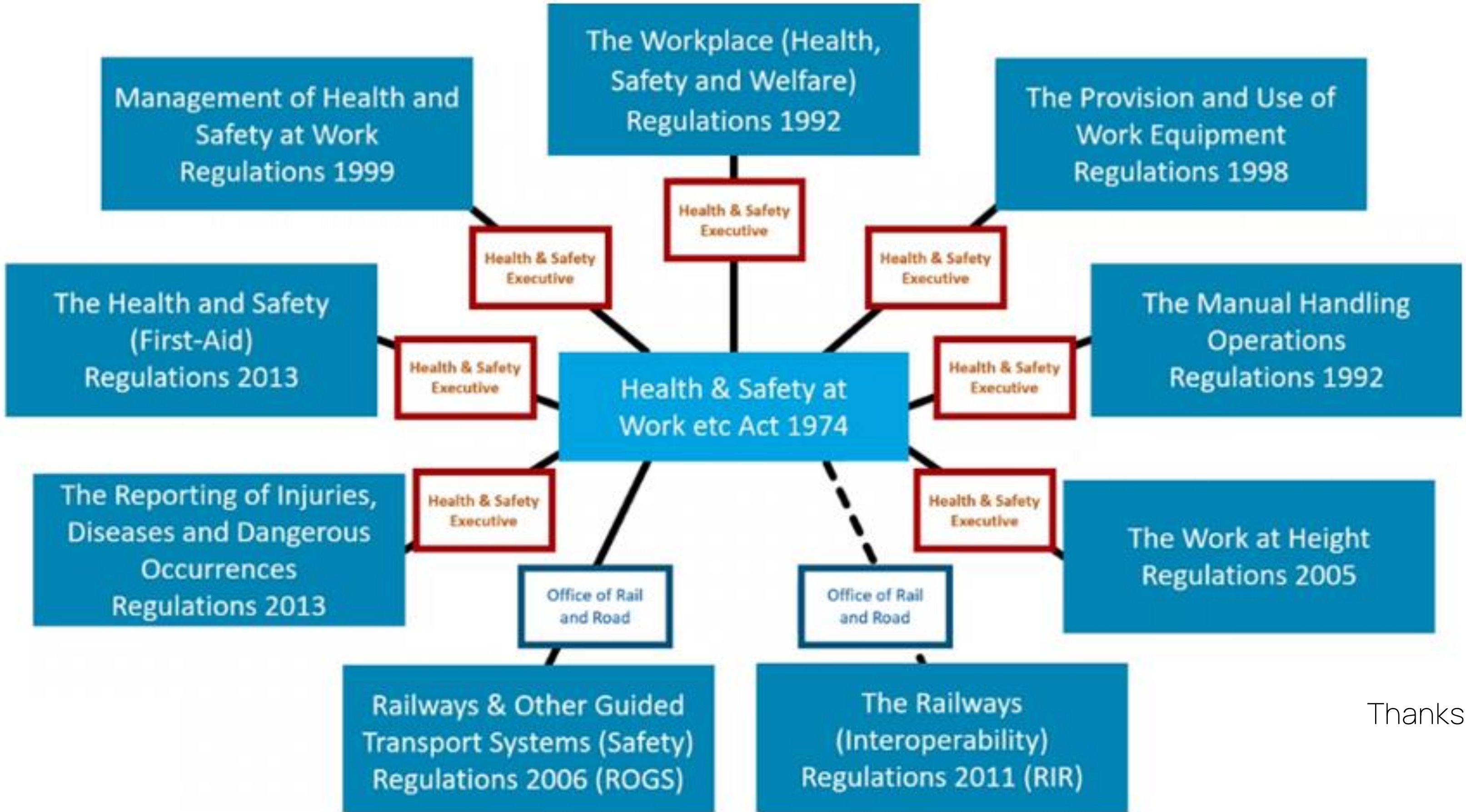
Focus on engineering and operations with support also on HR/IR issues



This activity is for all train operators in the British Isles and is separate from lobbying function







Thanks to RSSB

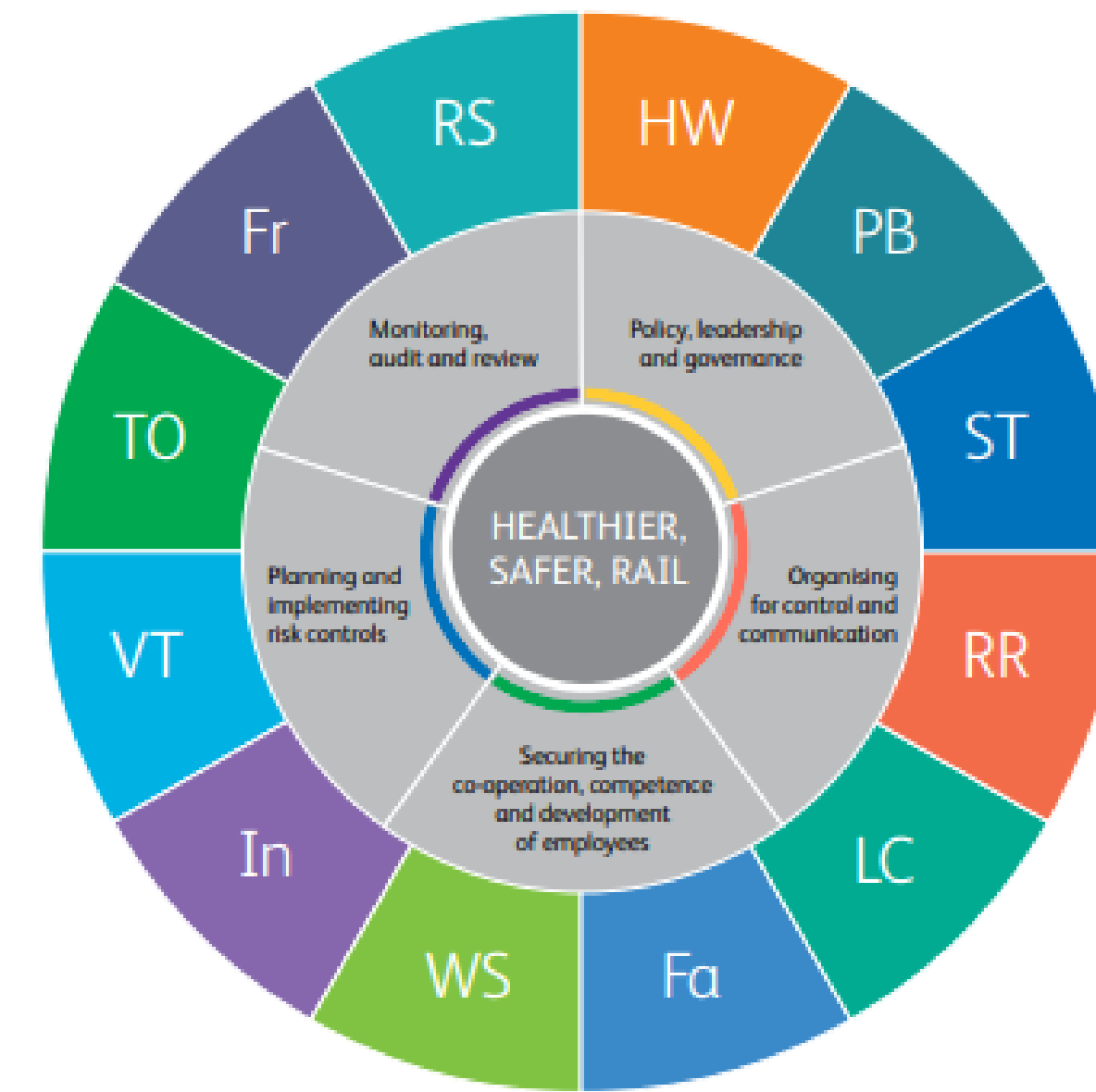


- Duty Holders – TOCs and Network Rail
  - Safety management System
  - Licence to operate
- Regulated by the Office of Rail and Road (ORR)
  - Safety and economic regulator
- Supported by Rail Safety Standards Board (RSSB)
  - Safety Strategy – Leading Health and Safety on Britain's Railways
  - Rail Industry Standards
  - Guidance Notes
  - Research
- TOC represented by Rail Partners
  - Network of the UK and Ireland Train Operators
  - Guidance Notes





- Leading Health and Safety on Britain's Railways provides the themes where we work together
- This supports the Duty Holders to deliver their safety requirements
- There are groups that focus on each area
- The focus for H&S remains with the duty holders

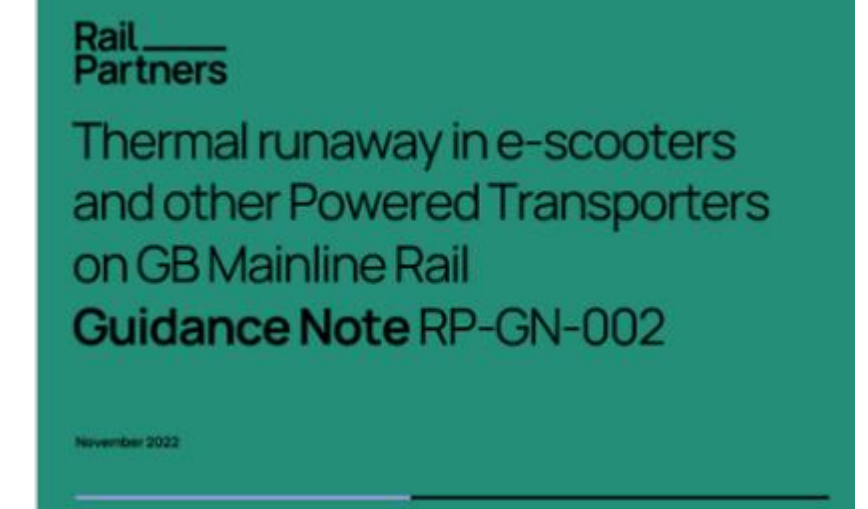
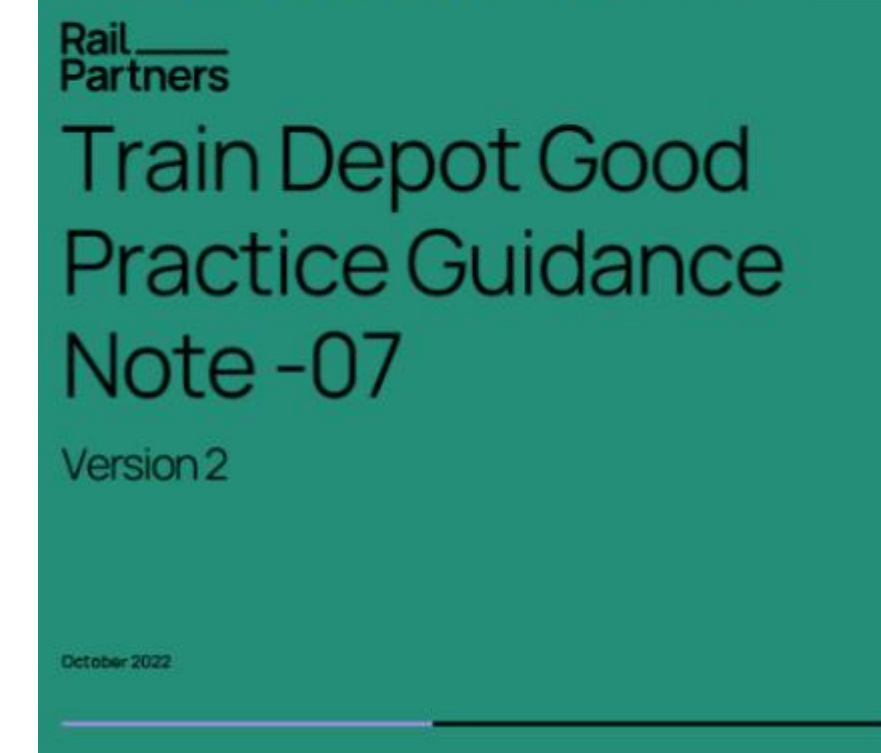


- |    |                                   |    |                                  |
|----|-----------------------------------|----|----------------------------------|
| HW | Health and Wellbeing              | WS | Workforce Safety                 |
| PB | Public Behaviour                  | In | Infrastructure asset integrity   |
| ST | Station Operations                | VT | Work-related violence and trauma |
| RR | Occupational Road Risk Management | TO | Train Operations                 |
| LC | Level Crossings                   | Fr | Freight Derailment               |
| Fa | Fatigue Risk Management           | RS | Rolling stock asset integrity    |



# Safety issues

- GB safety performance has improved
- Open approach to collaboration via number of areas including via Rail Partners Forums on operational, fleet and occupational safety
- Current issue facing GB operators
  - Industry Change with formation of Great British Railways
  - Signals Passed at Danger remains high
  - Passengers on trains
  - New issues such as e scooters
  - Trackworker safety
  - Suicide and trespass
  - Industrial relations challenges
  - Mental health following covid-19
  - Train depot Safety





UK track work operations safety:

- What are the electricity shock prevention measures when handling overhead electricity lines and cables? – A Design, rules and electricity at work act
- When conducting maintenance works of overhead catenary systems at night during non operating hours, how do you ensure the power is off? – A the power is always on unless isolated for engineering work

Train shunting risk management measures.

- Are all the shunting works conducted when the trains are not running? How do you ensure the safety of the staff when performing such works on moving trains? A rules on shunting and move to multiple unit trains plus competence of staff involved managed by a CMS which defines the tasks required, risk assessed, training /ongoing assessments to ensure competence maintained. (depot controls separate)

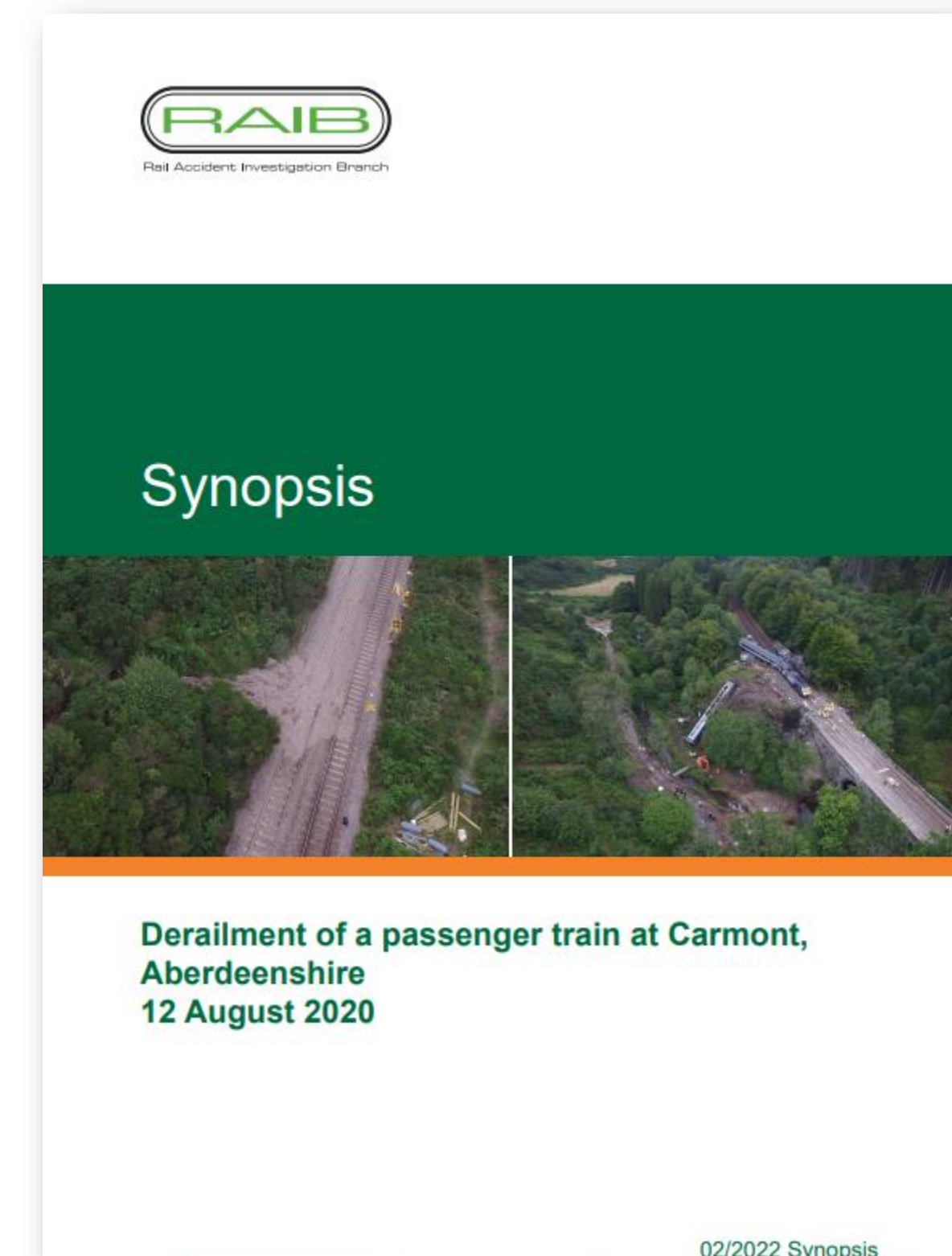
Track work safety management measures

- Taiwan High Speed Rail (THSR) track workers are prohibited from going near tracks during operating hours; however, it is not the case for the TRA. What about the BR? How do you prevent accidents from happening? A track worker safety is a big issue in the UK with a number of fatal; accidents. NR programme of moving track worker safety into green zone working along with changing the culture. This has however increased the number of speed restrictions
- Preventive measures for foreign object intrusion .A major accident occurred last year due to the train colliding with a construction truck that fell onto the tracks; other accidents were caused by rockfall or falling trees, how does BR prevent such accidents from occurring? A we have less issue with rocks but more issues with landslips especially with heavy rain. Accident at Carmont see next slide



# Carmont accident 12/08/20

- Derailment of a passenger train at Carmont, Aberdeenshire 12 August 2020
- Train derailed when hit a landslip after heavy rain and left the track at a bridge
- Investigated by the Rail Accident Investigation Branch (RAIB)
- Issues with
  - Weather management
  - The storm drains – esp with climate change
  - The speeds of the train
  - Crashworthiness of the train





Utilization of technology and automatic equipment to increase safety:

- What is the development of automatic rail maintenance vehicles? – A use of cameras to monitor but is a NR Q
- How do you manage rail track work with technology? – use of warning systems and green zone working but is NR Q
- How do you manage shunting operation with technology? A Off the mainline and slow speed in depots provision of signalling systems at depots for shunting activities with wrong side failure protection, for example signals protecting depot sheds are interlocked with depot protection systems. Provision of CCTV at modern depots enabling better information gathering for operators

BR rail staff (including train drivers, train control personnel, train crew, station staff and maintenance workers) health management measures:

- How do you manage rail staff fatigue? – Rostering systems for safety critical staff with working hours parameters depending on fatigue and risk indices, fitness for duty checks, empowering staff to self-report, professional conversations and e-learning programmes, periodic medicals, health surveillance for key roles.
- What are the safety management measures for the use of drug, medicine and alcohol of rail staff? – legal limits, monitoring systems and medical controls, safety responsibility statements by employees, random D&A sampling, for-cause screening post incidents, training and competence of staff in line with D&A company policy, medication checks for safety critical staff before undertaking duties.
- What are the safety management measures for rail staff's mental health? A this is a developing area for the UK however under mental health, mental health first aiders are provided at work, Rail Wellbeing Live (RWL) by NR

Occupational safety and health management initiatives for BR rail staff:

- What are the preventive measures for occupational violence? A an increasing issue and have workforce violence activity including body worn camera and links to policing and security
- How do you prevent accidents due to human error? A a big subject and use of technology and systems and then rules and training including non technical skills



Training and occupational safety culture initiatives for BR rail staff:

- What trainings programs are required for the rail employees before they can perform the duties? What is the retraining mechanism? – training done via a RBTNA and safety critical work regulations plus Train driver licensing. Refreshers are required if do not do the role regularly plus development plans to bring back to standard and give confidence
- What are the measures implemented in BR to improve occupational safety culture? A overall change (and change mgt) over time with tools such as CIRAS, live saving rules, close call process, fair culture, safety culture programmes

Achievements of BR:

- Occupational accidents rarely occurred in BR, and BR also excels in occupational safety management in the world, can you please share your experience on how you manage it? A Not easy to answer but process of continued improvement plus some technology such as TPWS, dedicated independent investigatory body RAIB, Investigation training for managers, close call reporting systems (proactive approach), auditing regimes, collaboration between stakeholders via various forums such as OSF, TARG, etc

Investigation, precaution, follow-up and prevention of occupational accident in BR:

- Are all trains equipped with train front camera? Does BR voice or video record train drivers in the driver's cab? A move to doing this with 80% now with FFCCTV and voice coms are recorded via GSMR but looking at video for the driver
- How do you conduct investigation of occupational accident? What are the precaution and follow-up measure to prevent it from occurring? A Will be investigated based on seriousness from simple review to RAIB report

About organizational reform:

- The BR was formally a state-owned company then privatized in 1997, and then became an independent statutory corporation; the TRA is a government agency which will be transformed into a state-owned company in the near future. Do you have any suggestion for us from what you have experienced in the past? A not easy to answer as positive with private responsibilities and has developed over time. The franchise system has restricted longevity but has provided the focus on customer to a much more systematic industry. Change is coming as need a new guided mind GBR



# Rail Partners

# Thank you

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