



Tram safety conference – ORR expectations

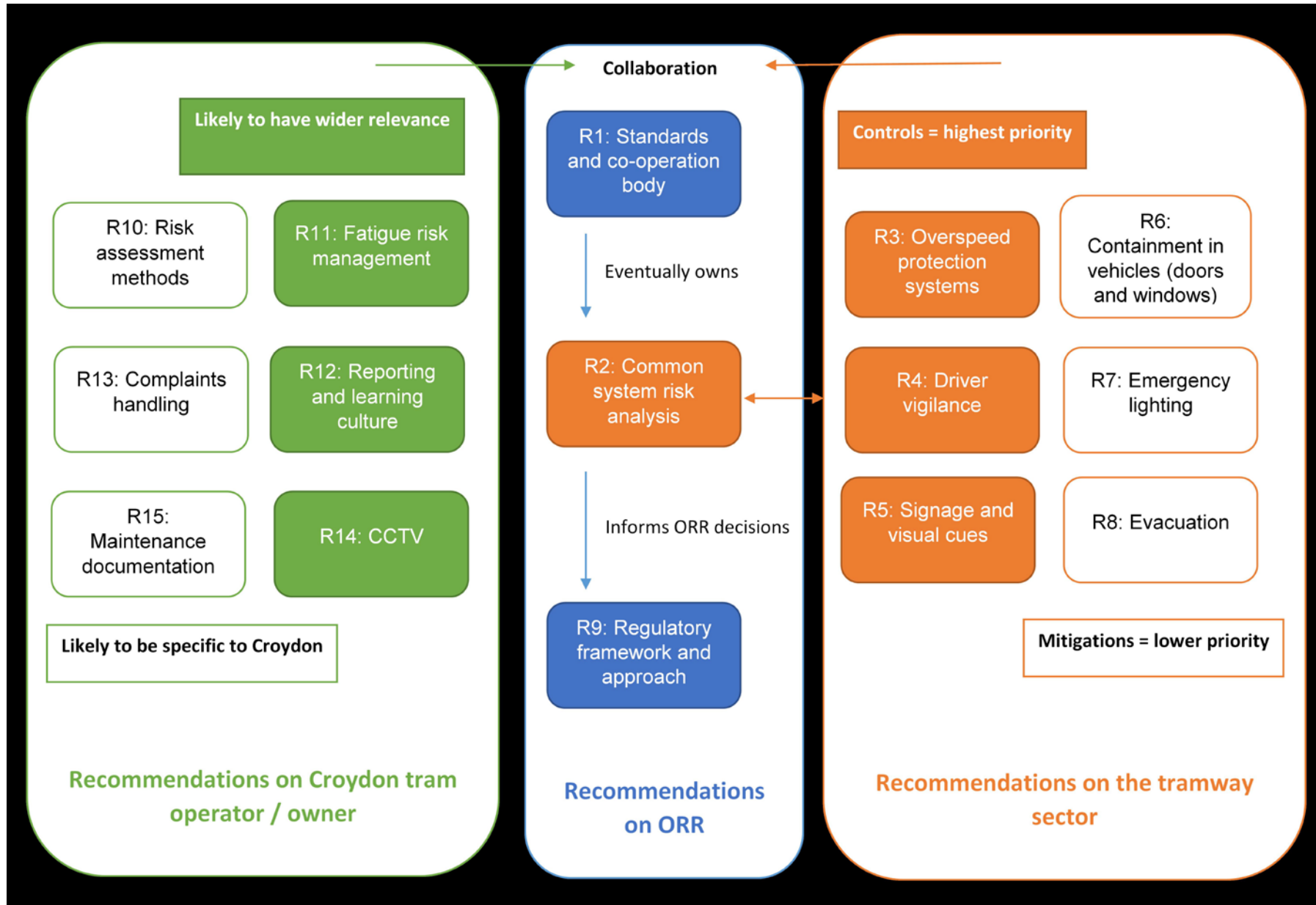
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Ian Prosser, HM Chief Inspector
of Railways, ORR

Why are we here?



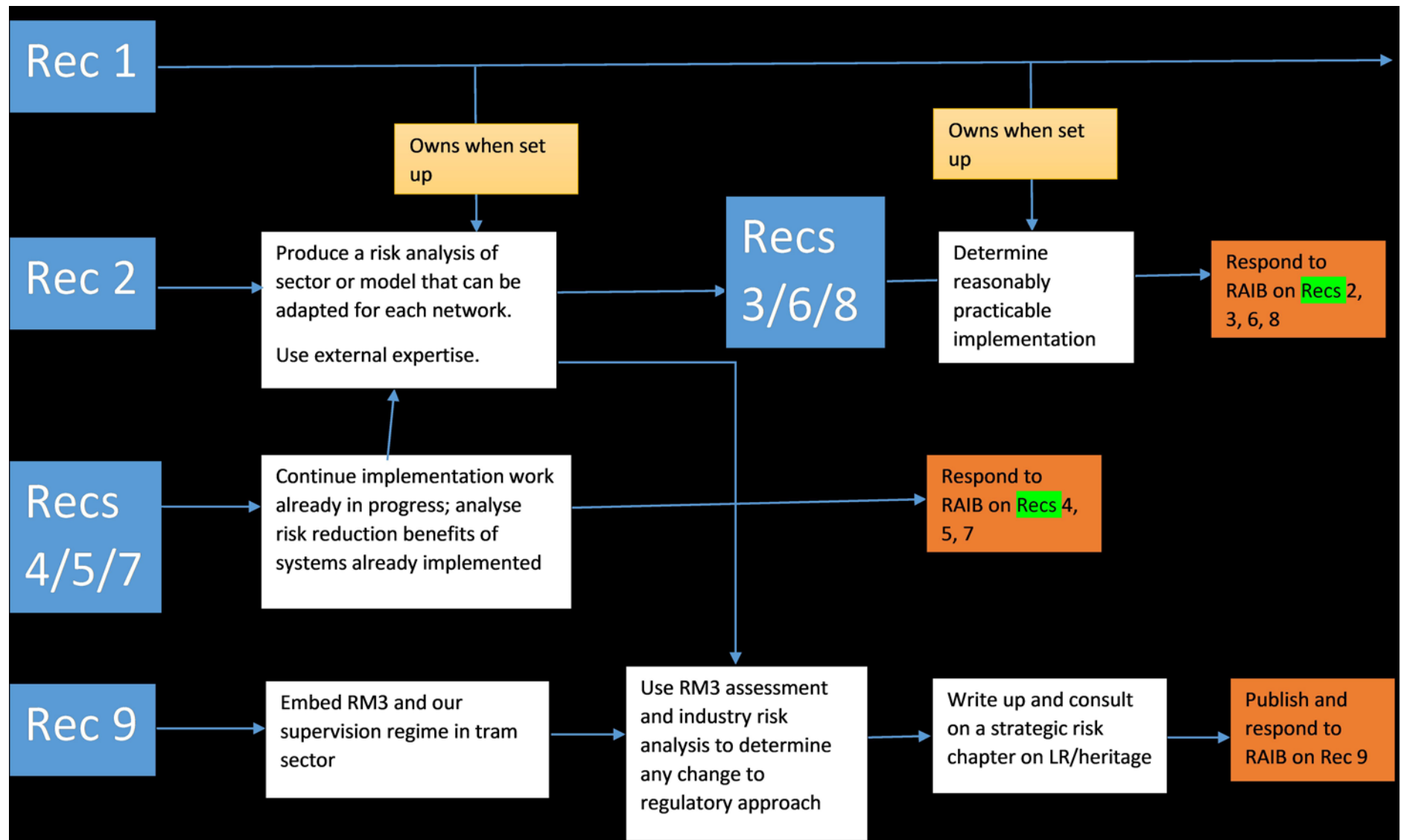
RAIB recommendations



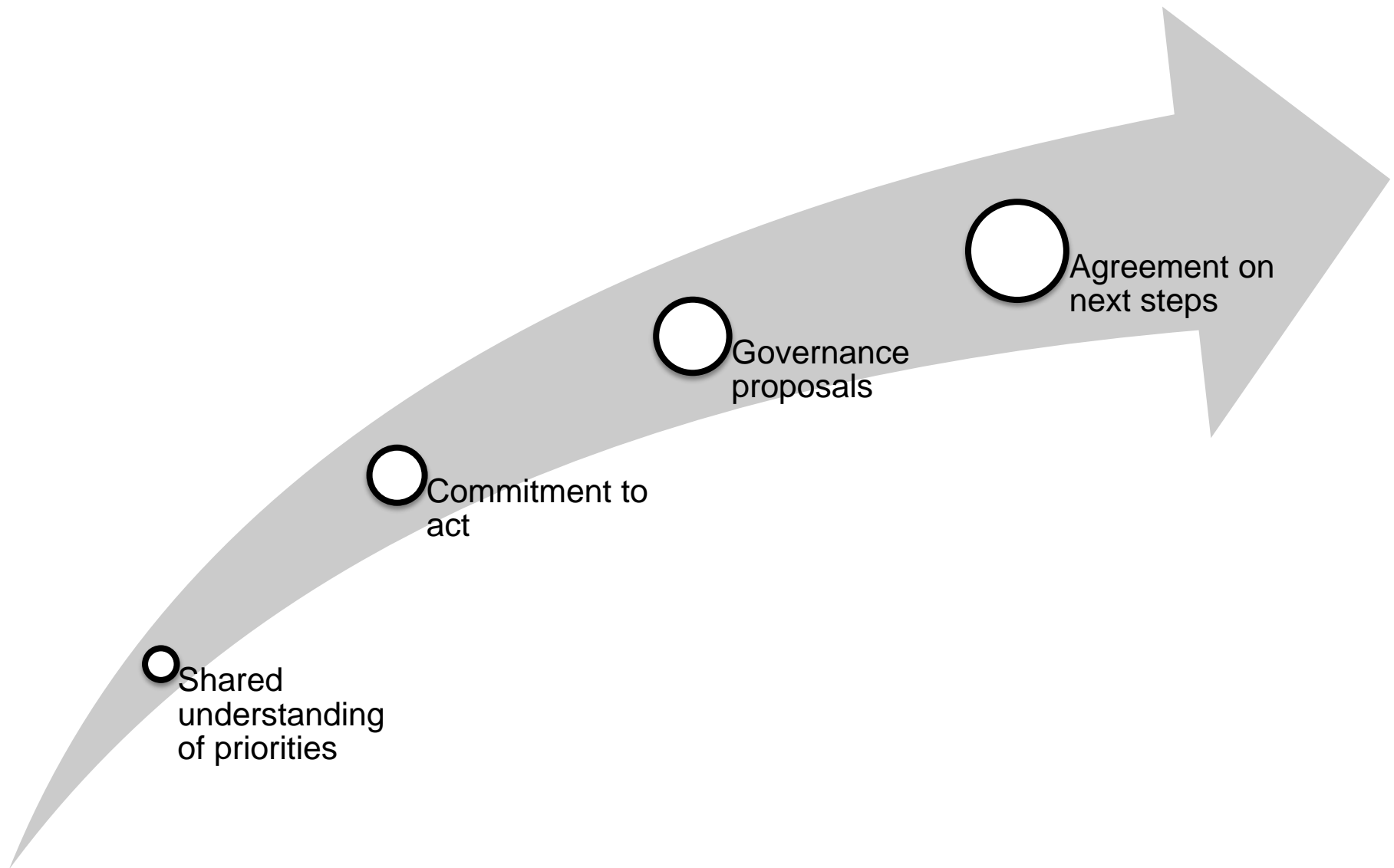
ORR's objectives

- To ensure the tram industry takes the right actions in response, in the right order and with suitable pace.
- In particular:
 - Reasonably practicable safety improvements are made, with a focus on improving control of risk and preventing (rather than simply mitigating) further accidents;
 - Decisions are made based on sound evidence of the level of risk and the costs of intervention;
 - Collaboration occurs to support consistent adoption of good practice and consensual decision-making around safety data, risk profiling and standards;
 - Tram duty holders take collective ownership of the recommendations, but we hold them to account to demonstrate satisfactory progress.

Proposed approach



Aspiration for today





Safety body for trams – ORR view

Martin Jones, Head of Railway
Safety Policy, ORR

Rec 1: Standards and co-operation

- RAIB's Recommendation 1: *“ORR should work with the UK tram industry to develop a body to enable more effective UK-wide cooperation on matters related to safety, and the development of common standards and good practice guidance.”*
- Initial options identified:
 - ? Enhance the role of UK Tram
 - ? Extend the remit of RSSB into the tram sector
 - ? Establish a new body
 - × Do nothing
- Challenges:
 - No explicit licence / regulatory requirement exists to support a tram standards body
 - Funding of a new body or to expand remit of an existing one

ORR's role

ORR's role is to ensure the intent of the recommendation is met...

...not ORR's role to determine identity, remit, composition

ORR has no fixed view or "favoured option"

Key principles

Ownership

- Proposals should be sought by or emanate from the end implementers of the recommendation

Consensus

- Outcome must be broadly supported by tram owners and operators

Participation

- Active participation by all tram operators and owners is essential to sustained success

Funding

- Should be funded at least in part by the industry

Expertise

- Should not drain expertise from the sector, must learn from relevant other sectors (e.g. mainline rail) and countries

Legal change

- Only necessary if the above cannot be achieved voluntarily



Regulatory approach - options

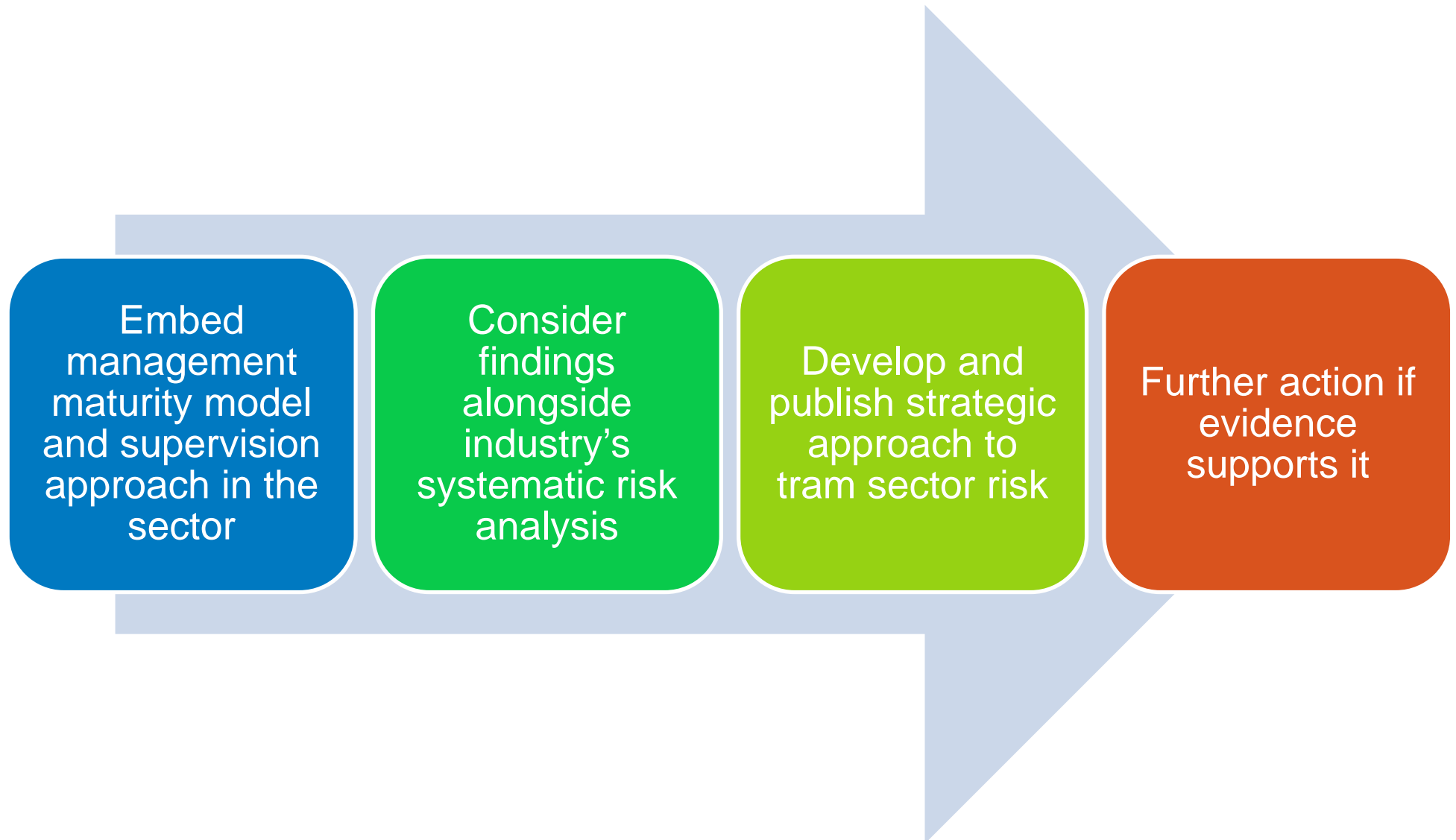
Implementing
recommendation 9

Martin Jones, Head of Safety
Policy, ORR

Rec 9: Regulation and supervision

- RAIB Recommendation 9: “*The Office of Rail and Road should carry out a review of the regulatory framework for tramways and its long-term strategy for supervision of the sector.*”
- Initial options considered:
 - ✓ Allocating additional resources for proactive inspection of tram operators’ safety management systems
 - ✓ Engagement activity to promote management maturity model in the sector
 - ? Enhancing visibility of tram operators’ own safety management audits
 - ? Extending safety certification to tramways (voluntary / mandatory)
 - ✗ Do nothing
- Challenges:
 - Retaining balance and proportion between trams and higher-risk areas
 - Constraints around making legislative changes
 - Need for a new assessment of risk (Recommendation 2)

Next steps





OFFICE OF RAIL AND ROAD



Thank you.