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OFFICE OF RAIL REGULATION SUSTAINABILITY BENCHMARKING

FINAL REPORT

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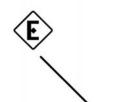
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1. INTRODUCTION

1.1 Background

We have worked with the Office of Rail Regulation (ORR) since 2006, providing expert advice on developing the ORR sustainable development policy. This work involved undertaking a benchmarking study, a review of documents developed to consult the rail industry on the SD policy proposals, an evaluation of the consultation responses and expert advice on the draft conclusions.

In conducting its operations, the Office of Rail Regulation has a number of duties, including:

- To contribute to the achievement of sustainable development;
- To have regard to the effect on the environment of activities connected with the provision of rail services; and
- To have regard to the purpose of conserving biodiversity.

These duties have to be balanced alongside other statutory duties including:

- To ensure that Network Rail manages the network effectively;
- To develop policy, ensure regulatory compliance, and encourage improved performance in health and safety; and
- To license operators of railway assets, set access terms to the network and other railway facilities, and enforce competition law in the rail sector.

In April 2007, ORR published its sustainable development conclusions and policy statement.

The Sustainable Development Policy explains how ORR is going to discharge its SD duties by using its regulatory powers and influence to work to develop a more sustainable railway as part of a sustainable transport system. In practice (and recognised in the policy) this means implementing procedures to ensure consideration of the environmental, social and economic effect of delivering the rail industry's activities alongside other duties. Since the policy was published, ORR has primarily focused on environmental initiatives as that was the weakest area in which ORR considered it could add most value.

ORR also has a key role in ensuring that the railway industry better understand its performance in terms of sustainable development by effectively measuring and improving it and by sharing information and best practice and by introducing new targets and incentives to promote sustainable development.

Following on from the published SD policy and in light of the previous benchmarking study completed in 2006, ORR commissioned Enviros to complete a further benchmarking exercise to evaluate improvements achieved in light of this policy.

The benchmarking study aims were to:

- Indicate to what extent ORR has implemented measures which meet its sustainability duties, as far as possible in comparison with other relevant organisations;
- Identify key elements of good practice in relation to SD and the role of organisations such as those benchmarked; and
- Make recommendations on how ORR could further implement good practice in order to meet its SD duties.



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Enviros has conducted the benchmarking exercise involving comparison with the following organisations:

Civil Aviation Authority (CAA)

Maritime and Coastguard Agency (MCA)

OFWAT

OFGEM

International Union of Railways (UIC)

International Union of Public Transport (UITP)

Federal Railroad Administration (FRA)

These organisations were chosen as having similarities to ORR through their regulatory and/or influencing roles on 'industry sectors' including rail and other forms of transport, both in the UK and overseas. The methodology employed for the benchmarking study is set out in more detail in the following chapter.

1.2 Key Developments since the 2006 Study

Since the 2006 benchmarking study, ORR has revised and republished the Environmental Policy Guidance for license holders (reference n15) including a set of required environmental KPIs agreed with the rail industry. ORR has also published its Sustainable Development & Environmental Duties report (reference n17), including sustainable development objectives, the sustainable development policy statement and ORR's proposals for delivering this policy.

In July 2008, in the National Rail Trends publication (reference n16), ORR reported on the performance of the rail industry in terms of traction energy consumption and carbon emissions from traction. Some additional data, such as traction energy efficiency and carbon intensity of rail operations, will be available later in 2009. Additional environmental indicators covering noise, non-traction energy use, waste and water, have been proposed for potential reporting to ORR.

Cross industry

The cross-industry Sustainable Development Steering Group (SDSG), comprising industry and Government executives supported by the Rail Sustainable Development Group (RSDG), has been established. Its members include executive director-level representation from Network Rail, train operating companies, the Rail Safety and Standards Board, the Association of Train Operating Companies (ATOC), the Department for Transport (DfT) and the Office of Rail Regulation (ORR).

The first sustainable development review of the mainline railways of Great Britain has been established by the SDSG, The case for rail 2007 (reference 81). This document explores sustainability in the context of rail, summarises the current sustainability performance and illustrates the industry's response to the sustainability challenges and opportunities. This includes the Sustainable Rail Programme (SRP) established to support the industry in reaching its full potential.



The SRP focuses on areas where collaboration across the industry or with government is required to address issues or take initiatives forward. In the SRP, a long term strategy - 30-year plan - has been developed.

The RSDG/ RSSB ,with involvement and support from ORR, also undertook scenario modelling work which was published in December 2007, "SRP: Foresight studies in Sustainable Development – Strategic implications". The work identified the main drivers of change and gave an overview of the future scenarios which emerged through analysis and exploration of the drivers.

Recently, in January 2009, the SDSG also agreed the Sustainable Development Principles, part of the Sustainable Rail Programme. These principles have been created to inform and become an integral part of the industry's culture and decision making processes taking account of whole system and whole life cycle approaches.

The next steps in moving forward with the creation of the sustainable development strategy are:

- Rail Sustainable Development Group (RSDG) to review, modify where necessary, and agree the proposed route map.
- RSDG to agree which people/organisations will carry out each of the tasks identified in the route map, and who else is involved.
- Create a programme plan,
- Work streams to be taken forward in parallel by the most appropriate party for each, guided by RSDG

Many Research Programmes around sustainable development and energy efficiency have been carried out by Rail Safety Standards Board; many of which have involved the ORR.

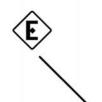
Government

In July 2007, the UK Government issued a White Paper entitled "Delivering a Sustainable Railway". This paper acknowledges the achievements to date, and challenges ahead, for the railway industry and sets out ORR role and responsibilities. It takes a view on the performance of rail and sets out plans for growth and development to unlock the potential of rail as a "green" transport choice for the public.

A further paper was issued by DfT in October 2007, "Towards a Sustainable Transport System (TaSTS): Supporting Economic Growth in a Low Carbon World". This outlines transport-related investment and policy plans with the aim of ensuring that the UK transport system is well-placed to play its part in the fight against climate change. The DfT is currently consulting on 'Delivering a Sustainable Transport System' which sets out the action plan to deliver the TaSTS in the short, medium and long-term.

ORR needs to ensure that its role and responsibilities in the rail industry and any Sustainable Development strategy, objectives, plans and policy planned or implemented, are in accordance with the Sustainable Rail Programme and the different White Papers above.

These developments and publications have been taken into consideration in conducting the revised benchmarking study.



2. METHODOLOGY

2.1 General Approach and Methodology

In an initial meeting with ORR, it was agreed that the same methodology and report format for the previous benchmarking study would be used for the revised work. This would ensure consistency and allow meaningful comparisons to be made.

To establish the benchmarking organisations progression in terms of sustainable development, Enviros reviewed the measures implemented by each organisation since the last benchmarking report.

A 'traffic light' scoring system (green, orange, red) has been used to demonstrate the level of formal measures in place and the clarity of the information that the organisation provides.

To measure and map the improvements since the 2006 benchmarking study, we also set a "star code" with '**' representing a significant improvement, '*' progression and '0' no progression.

Examples:

- ORR has made significant progress in terms of Sustainable Development Policy since the previous benchmarking report, this is therefore coded as ** and the case will be highlighted green (previously it was orange).
- CAA already had very comprehensive measures in place in terms of Climate Change and Energy in the previous analysis (denoted green), but, they have also added some improvements; therefore this key CAA area will still be denoted green with one star to represent the improvements.

As OFGEM was not included in the previous benchmarking exercise, we were unable to measure its improvement.

2.2 Benchmarking Frameworks

As agreed during the initial meeting, Enviros reviewed the benchmarking organisations' duties in order to redefine and agree the organisations to use in this benchmarking study – see Summary of Regulators Duties in Appendix' 2. The same organisations have been benchmarked, except that OFSTED has been replaced with OFGEM as it has greater relevance to ORR.

As for the previous analysis, the benchmarking was conducted using a series of frameworks developed for the task. Each framework was prepared by extracting appropriate elements from existing 'standards' to create sets of criteria against which benchmarking could be carried out. The selected standards were as follows (further explanation of each is provided later):

- UK SD Strategy Guiding Principles (subsequently not used see below);
- UK SD Strategy Priorities;
- Sustainability Appraisal of Regional Spatial Strategies Guidance; and
- BS 8900:2005 'Guidance for Managing Sustainable Development'.





In the case of the seven external organisations, the information used to complete the benchmarking was taken from publicly available sources. In the main part, these included annual reports and web-based material – in those versions currently available at the time of benchmarking. The quantity and quality of information varied considerably between organisations. However each had at least a comprehensive website which included specific information on their role and key activities. From these sources it was possible to identify –

- 1. Specific SD related measures, and/or
- 2. Activities which, whilst not necessarily focused on SD, have a relevant impact (for example, operational efficiency measures which by their nature will result in reduced resource use).

Benchmarking was conducted by working through the frameworks for each organisation in turn, where possible entering a summary of current activities against each criterion, as far as could be determined from the available information.

In the case of ORR, as well as publicly available information Enviros was provided with a range of documents along with details provided in response to specific requests. For this reason it was assumed that a lack of available information on any particular subject indicated that there was no activity in this area (however, it is accepted that discussion of the outcomes of this project may bring to light previously unrecognised activity). Chapter 4 of this report lists the sources of information which were used in completing the benchmarking exercise.

2.4 The Standards Used

The following is a description of each standard used in the benchmarking, along with a rationale for its selection. As agreed with ORR, these standards are similar to the previous ones as no significant new policy or standard has been established since the last assessment.

2.4.1 UK SD Strategy Guiding Principles/Priorities

In 2005, the Government published 'Securing the Future' - the UK sustainable development strategy. This sets out the agenda for achieving sustainable development (SD) across the UK and includes five guiding principles and four priorities for National action. ORR has accepted the Strategy's definition of SD and for this reason the principles and priorities were chosen as elements in the benchmarking process.

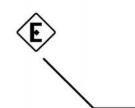
The guiding principles are presented in the Strategy as conceptual statements, whilst the priorities are presented in the form of actions at a largely national level, along with potential indicators of performance. Because of their general nature, there are limitations in the use of the principles and priorities as criteria for assessing organisational SD activity. This is particularly so in the case of the guiding principles, and because of the difficulty in linking specific organisational actions with particular principles these were excluded from the final frameworks. In the case of the priorities, however, as far as possible relevant measures were identified from each organisation which could be considered relevant to particular criteria within the framework.



In 2005, the UK Government published guidance to assist regional and local planning bodies in carrying out sustainability appraisal (SA) of strategies and development plans, in order to meet the requirements of the European Strategic Environmental Assessment Directive. Whilst obviously not written for this purpose, aspects of the guidance can be considered relevant when examining the outward-facing role of regulatory bodies (such as policy making, industry guidance etc). In particular, the headline SA objectives outlined in the guidance were adapted to produce a framework covering a wide range of SD-related issues.

2.4.3 BS 8900:2005

BS 8900:2005 'Guidance for Managing Sustainable Development' has been developed by BSi British Standards to provide guidance on managing SD to enhance organisational performance and effectiveness. This is the first UK standard outlining how organisations should approach internal sustainability management. A framework was prepared based on Section 4 of the standard: 'Putting Sustainable Development into Practice' which includes particular actions against which benchmarking can be conducted. It was agreed with ORR that corporate SD activity should not be a major element in the benchmarking, however the framework was used to take a brief look at what internal management measures are currently in place in ORR alongside CAA and MCA (as comparable UK organisations in contrasting industry sectors) – particularly with respect to the issue of leading by example.



3. **RESULTS & RECOMMENDATIONS**

The detailed results of the benchmarking against each framework are provided in Appendix 1.

3.1 Summary Framework

The key results from each framework were combined to produce a summary framework, shown in table 1, overleaf.

SUSTAINABILITY BENCHMARKING

Table 1 Summary Framework

Key Area	Summary of Best Practice	ORR	CAA	MCA	OFWAT	OFGEM	UIC	UIPT	FRA
Sustainable Development Policy	 Published policy statement on SD role/aims Strategy for fulfilling SD role defined 	**	*	*	**		0	ο	ο
Climate Change and Energy	- Regulatory/advisory measures in place to ensure reduction in energy use/greenhouse gas emissions	**	*	*	**		*	*	0
Environmental Management	 Regulatory/advisory measures in place to ensure prevention/correction of environmental damage Advisory measures in place to encourage EMS implementation 	**	*	*	o		о	0	о
Health & Safety Management	 Regulatory/advisory measures in place to ensure high health & safety standards (industry and public) Advisory measures in place to encourage H&SMS implementation 	**	*	*	*		*	0	*
Performance Measurement and Reporting	Establishment of appropriate indicators of industry SD performance Reporting of industry SD performance	*	о	0	о		0	о	*
Social Impact	 Regulatory/advisory measures to ensure effective management of social issues (incl diversity, access, crime) and ethical commercial and operating practices 	*	**	*	*		*	*	о
Sustainable Economic Development	Regulatory/advisory measures in place to ensure efficiency Regulatory/advisory measures in place to ensure fair commercial practices and competition Financial incentive/disincentive mechanisms to ensure sustainable operational practices	*	о	о	о		0	0	*
Sustainable Development Research	 Conducting research to improve industry sustainability (incl appropriate technology) Encouraging/supporting relevant research by external bodies (incl universities) 	*	0	*	0		*	*	0
Leading by Example	- Internal measures in place which demonstrate best practice, setting a good example to industry (incl policy, management measures, performance reporting in relation to SD)	*	*	о	*		0	0	0
	= Comprehensive, formal measures in place which are specific to this key area = Limited range of formal measures in place, including measures which have relevance but are not specific to this key area								
	= Few or no formal measures identified (from information available)								

	= Few or no formal measures identified (from information available)
**	Significant improvement
*	Improvement
0	No change or very limited



In order to produce this framework, nine key areas were identified which could be considered as summarising best practice taking into account which SD measures organisations such as ORR (i.e. bodies with a remit to regulate/influence/represent particular sectors, and in particular transport) could be expected to implement given the nature and scope of their roles.

The following section aims to:

- Provide examples of best practice in each of the nine key areas (above), and outline ORR's performance;
- Measure the improvements compared to the 2006 benchmarking report within ORR and make recommendations on measures ORR should implement as part of a future SD strategy; and
- Cross reference the above with the key elements of the UK SD Strategy.

3.2 Detailed Analysis of ORR's Performance and Recommendations

3.2.1 Sustainable Development Policy

Within the benchmarked organisations, improvements around sustainable development policy can be observed either at an internal or an external level. However, only half of the benchmarked organisations have a formal Sustainability or Environmental Policy in place in order to bring and motivate continual improvement of the sustainability performance in their related industry.

Some policies are more focused on the environmental aspects of sustainability and others more broadly cover all the dimensions of sustainable development. These policies are named "Environmental Policy", or "Sustainable Development Policy", but generally, the policy title does not correspond directly to their content. A specific example is the OFWAT Climate Change Policy Statement which, despite its name, includes environmental, social and economical aspects.

Since the last benchmarking study, various consultation exercises have been carried out around sustainable development policy; as an example, one of OFWAT's consultations set out a tentative proposal for a series of criteria or questions that they might use to assess policies against sustainable development principles.

Examples of Best Practice

Publication of a sustainable development or/and environmental policy such as Sustainable Development and Aviation Environmental Policy or Environmental Policy Committee (CAA)

Environmental Policy Guidance for license holders (ORR)

Establishing a Sustainable Development Policy Group – a working group to progress and implement SD strategy (ORR)

Sustainable Development Operations Policy Statement (MCA)

OFGEM Operations Environmental Policy Statement

OFWAT's strategy - taking a forward look





ORR's Current Position / Improvements

In December 2007, ORR published the Environmental Policy Guidance for license holders. This document includes the commitments, objectives and management arrangements that the policy should cover. This also sets out the KPIs to measure sustainable performance, for which the rail industry has agreed to produce accurate and verifiable data for.

In the ORR's Sustainable Development & Environmental Duties report, published in April 2007, ORR provides the sustainable development objectives, a policy statement and ORR's proposals for delivering this policy.

The terms of reference for the ORR Sustainable Development Policy Group have been revised to ensure a regular review of ORR's sustainable development policy with respect to its duties as defined by Section 4 of the Railways Act 1993. The policy will be formally reviewed by the SDPG every two years, or earlier if issues impacting upon ORR's role are identified.

In the last ORR SDPG meeting, it has been reported that the Environmental Advisory Group agreed that an ORR corporate environmental policy, based on Environmental Management System principles, should be drafted for presentation to the group for discussion. No details were provided about policy content or timeline.

Recommended Measures

ORR performed quite well compared to the other organisations with an Environmental Guidance Policy and a Sustainable Development Policy Statement. Consideration could be given to how sustainable procurement issues could be further influenced.

ORR should plan to establish an internal environmental and sustainability policy in order to demonstrate that internally ORR's operations are carried out in accordance with SD principles. This could relate to resource efficiency of energy, water, paper and other consumables in the ORR offices together with a policy statement relating to travel etc.

Reference to UK SD Strategy

This key area relates to all elements of the Strategy, rather than any particular principal or priority.

3.2.2 Climate Change and Energy

Climate Change and Energy is now a key consideration within government targets and regulations. There have been notable improvements in this area within most of the benchmarked organisations. There are however different levels of involvement and measures in place.

Some of the regulators, such MCA, CAA and OFGEM have set some internal targets for reducing energy or utilities consumption. More specifically, CAA monitors energy use and reports data annually comparing to their initial targets. Last year CAA reported a reduction of energy use within their offices.

Other regulators, such as ORR, OFWAT or UITP, developed guidance, best practice examples or published some KPIs in order to encourage the whole industry to reduce carbon emissions and energy use.





As an example, OFWAT, in its Climate Change Policy Statement provides some recommendations and measures to implement the current achievements and future targets for many aspects of sustainability such as carbon management, renewable energy, competition and innovation, etc to the water industry.

OFGEM has proposed reforms that would provide financial incentives for electricity transmission companies to expand capacity ahead of demand from new generation sources; it would facilitate connection to renewable and other low-carbon energy sources. This reform is intended to help spread the energy renewable implementation in the UK.

A particular tool that UIC has developed which encourages public engagement is 'Eco Passenger' and 'Eco Transit'. These internet tools calculate and show in detail to every customer the energy consumption, CO2 emissions and local pollutants for each selected route.

Examples of Best Practice

Development of performance monitoring

Research into energy efficiency technologies, cleaner diesel and renewable energy sources

Ongoing work on the EU Emissions Trading Scheme (OFGEM)

A review of the Energy Efficiency Commitment 2005-2008 (OFGEM)

Internal targets - Climate Change and Energy - in the Sustainable Development Action Plan (SDAP), June 2008, (OFGEM)

Carbon Reduction Working Group - CRWG (ORR)

Climate Change and CO2 emissions & Energy Efficiency chapters of the Railway and Environment, EU facts and figures report, presenting statistical and factual evidence on the impact of the different transport modes (UIC with the Community of European Railway and Infrastructure Companies).

Developing metrics and benchmarking for sustainable development in the rail industry, November 2007 - Environmental metrics related to climate change and energy (RSSB).

Improving Rail's Energy Efficiency (RSSB)

SD principles – Carbon Smart and Energy Wise Principles (Sustainable Rail Programme)

ORR's Current Position/ Improvements

The Rail Sustainable Development Group has selected 11 metrics from the 50 sustainability performance metrics of the "Developing metrics and benchmarking for sustainable development in the rail industry" report (Nov 07), to be monitored in future; it is stated that the 8 environmental metrics need to be reported to ORR. Most of the environmental metrics are related to climate change and energy.

In December 2007, ORR published its Environmental Guidance Policy and some associated KPIs to measure and report sustainable performance in the rail industry. In July 2008, ORR published their first environmental indicators in the National Rail





Trends - Sustainable Development - reporting on traction energy consumption and related carbon dioxide emissions.

As mentioned in Chapter 1 (1.2), some additional indicators, such as traction energy efficiency and carbon intensity of rail operations, will be available later this year as their associated KPIs have been required by ORR for the second half of 2008.

ORR supported the establishment of the Sustainable Rail Programme' SD principles which aim to achieve long term reductions in carbon emissions through improved energy efficiency, new technology and lower carbon power sources and facilitate modal shift, helping others make more carbon efficient journeys. The SD principles have been agreed by the SDSG in January 2009.

As stated in the last Carbon Reduction Working Group, ORR continues to facilitate the promotion of energy efficiency.

Recommended Measures

ORR published some data around the KPIs of traction energy consumption and carbon emissions from traction and will be able to publish data against further environmental indicators this year. Therefore, ORR could establish an individual environmental performance review, not part of the National Rail Trends report.

All environmental metrics selected by RSSB - to be reported to ORR - need to be included in the ORR Environmental Policy Guidance and reported in the ORR annual environmental indicators reporting.

As suggested in the last Carbon Reduction Working Group, ORR could support and lead the creation of a cross industry metering steering group.

ORR could set some specific improvement targets to be achieved by the rail industry to help minimise the climate change impact of the rail industry. These targets could be provided in a broader ORR Sustainable Development Strategy with specific Climate Change and Energy Actions Plans for the rail industry; that might also include the establishment and publication of a Toolkit for reducing carbon emissions from transport.

ORR could also gather and publish best practice examples looking at other European regulators performance in the rail industry.

Generally, more work could be established internally and for the rail industry within the fields of Energy Efficiency Technology, Climate change, Carbon emissions etc:

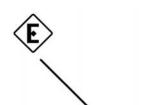
- more information could be published (e.g. leaflet or Information sheet)
- Specific working groups could be created such as a Energy Efficiency Technology working group
- Deeper considerations of financial measures implementation could be taken such as environmental charging and incentives in order to penalise/ reward energy related performance including the rate of uptake of efficient technology

As stated in the previous benchmarking report, ORR should consider their internal impact on energy and climate change and look to collect data in this area to understand their current impact and consider improvements which could be made to reduce energy consumption internally.

Reference to UK SD Strategy

This key area relates to 'Climate Change and Energy'.





3.2.3 Environmental Management

The importance of preserving the environment has intensified over the last few years and consequently so have regulators duties to ensure prevention/correction of environmental damage.

There has therefore been a significant improvement amongst the majority of the benchmarked organisations in terms of available environmental guidance and advisory measures.

In comparison to the other benchmarked organisations included in this study, OFWAT was found to have limited environmental information; as such there has been no significant improvement identified from the previous benchmarking exercise.

UIPT also has limited information on environmental damage and therefore there also appears to be limited progress from the previous benchmarking study.

Examples of Best Practice

Environmental Research and Consultancy Department provides environmental advice and information (CAA)

Environmental Information Sheets (in various forms for operator and in some cases the public e.g. CAA in relation to noise) (CAA).

Quality Assurance Branch – Auditing both to ISO and ISM standards (MCA).

Environmental Management System certified to the ISO 14001 standard (OFGEM).

ORR's Current Position / Improvements

ORR has a statutory role to have regard to the effect on the environment of activities connected with the provision of rail services. ORR has updated the document 'Railway Operations and the Environment – Environmental Guidance'. The guidance provides advice on issues that each enterprise should address in its environmental policies and practices and includes guidance on policy, objectives and management arrangements. The new guidance includes, for the first time, a requirement to contribute to industry-wide reporting against a number of environmental performance indicators. These indicators have been developed by the industry. ORR monitors the environmental performance of the industry against the indicators and the results are published annually in ORR national rail trends.

Tracking the indicators over time will bring the improving performance and environmental benefits of railway services to a wider audience, whilst encouraging the industry to improve its performance year by year.

Recommended Measures

ORR's position in terms of environmental management has improved significantly from the previous benchmarking study in 2006. ORR already has measures in place to assist prevention/correction of environmental damage.

The previous benchmarking report recommended that specific guidance could be developed for operators/inspectors in specific areas, including energy use/vibration, visual intrusion. These recommendations haven't been implemented and have therefore been repeated as a recommended measure.





ORR should consider providing further guidance to licence holders in terms of Environmental Management Systems and encourage licence holders to develop an ISO 14001 accredited systems to demonstrate internal commitment to SD and environmental improvements. ORR should also consider developing this also, internally.

Reference to UK SD Strategy

This area relates to the priorities 'Climate Change and Energy' and 'Natural Resource Protection and Environmental Enhancement'.

3.2.4 Health & Safety Management

'Improving Health and Safety performance' is an important objective for all of the benchmarked organisations. There has been some notable progress in terms of their health and safety management since the 2006 study. A small number of examples of improvements are listed below.

CAA, has made progress in a range of areas, but health and safety reporting and publicly available safety information were noted improvements.

MCA statistics and accident reports showed a substantial increase in the number of workplace related accidents. In response to this the MCA made a commitment to issue more information in the form of posters, leaflets and booklets on occupational Health and Safety. This is one example of good practice that MCA has demonstrated improvement in.

FRA has made significant progress, one example being the launch of a new web site. This was established for the purpose of making railroad safety information readily available to a broad constituency.

Examples of Best Practice

Aviation Occupation Health and Safety Steering Group (CAA)

General Aviation Safety Awards (CAA)

Safety Management Systems (CAA)

Safety Platform Groups - Human Factors Working Group, Occupational Health and Safety Group, Safety database development (UIC)

Theme-based groups -Border crossings, building on the work of the SchenegenRail group, Security of international freight corridors, Terrorism including institutional relations (UIC).

Railroad Safety Advisory Committee (FRA)

National Rail Safety Action Plan (FRA)

European Road Safety Charter (UITP)

Railway Industry Advisory Committee (ORR)

Health and Safety Policy Group (ORR)

E

Railway Safety and Statistical Report (2007) – The Safety and Economic Regulator of Britain's railways (ORR)

Promoting Safety and Value in Britain's Railways: ORR Strategy for 2009-2014 (ORR)

Federal Railroad Administration Railroad Safety Advisory Committee (FRA)

ORR's Current Position / Improvements

Excellence in health and safety culture and risk control is an important goal for ORR and there are a wide range of measures in place to achieve this goal. These measures have improved significantly since 2006, particularly in terms of reporting and strategies to achieve improved safety performance. Other measures which ensure high standards of health and safety include inspections and audits to check that rail industry has the management systems in place effectively controlling health and safety risks. The goal to introduce a process of systematic audit and inspection of duty holders' management systems, incident investigations and action tracking processes is a new approach for ORR and is expected to have significant benefit for the industry. Provision of site and written advice and guidance on how to comply with the law is another positive measure.

A Health and Safety Policy Group was established in July 2008. The objective of this group is to ensure that emerging and existing health and safety policy issues are: identified; discussed; prioritised; communicated; and resolved.

Recommended Measures

Further emphasis could be placed on increasing regulatory action so that all duty holders implement good practice. To track progress a more systematic audit system should be put in place.

The previous benchmarking report recommended that the area of health and safety should be recognised and promoted as a key aspect of ORR's SD Duties and is incorporated into future SD Policy and strategy. In ORR Sustainable development policy statement published in 2007, there is no reference to Health and Safety. Enviros recommends that health and safety is recognised as a key aspect when updating the sustainable development policy.

Employee safety was demonstrated as one area of weakness in the ORR Annual Report. Improvements could be made by increasing awareness through further training and information leaflets.

Reference to UK SD Strategy

This key area related to the priority 'Sustainable Communities'.

3.2.5 Performance Measurement and Reporting

Organisations are required to publish an increasing amount of information due to regulations such as the Freedom of Information Act. Due to such legislation organisations are tending to report and measure against a greater number of indicators.



The majority of the benchmarked organisations have made progress in performance and reporting, however much of the performance measurement is still focused around health and safety.

Examples of Best Practice

The case for Rail 2007 (SDSG)

Development of measurement and reporting framework for H&S (ORR)

The Mandatory Occurrence Reporting (MOR) Scheme (CAA)

Monitoring and reporting of SD related performance by operators (ORR)

Reporting against safety indicators (ORR)

Monitoring of the allowance market's development and OFGEM annual monitoring supplier performance (OFGEM)

ORR's Current Position / Improvements

ORR produces a large number of publications throughout the year. These include fact sheets on environmental, health and safety and other SD issues. However detailed reporting is focused mainly around health and safety including the Railway Safety Statistical Report.

ORR's April 2007 policy document indicated that it would work with the industry to develop a limited number of KPIs, the data for which should be produced, verified and owned by the rail industry to provide credibility. Following on from this, the RSSB, on behalf of the industry, agreed in December 2007 on a range of KPIs that ORR should publish. The first of these, initially published in July 2008, related to:

- Total traction energy consumption (aggregated) and
- Total carbon dioxide emissions from traction energy (aggregated)

The industry has also committed to publish of the following KPIs, and ORR will be working with the industry to develop the methodology for data collection and development:

- Traction energy efficiency and carbon intensity indicators
- Air emissions
- Noise impact
- Non traction energy consumption
- Non traction carbon intensity
- Waste material generation
- Water consumption



This demonstrates significant improvement and commitment towards environmental monitoring and reporting.

In addition ORR has developed a number of environmental monitoring measures (energy efficiency and CO2 emissions, Sites of Special Scientific Interest, environmental incidents, reduce/reuse/recycle initiatives) against which Network Rail will be measured and held to account during Control Periodic Review 4. These form part of a wider monitoring framework developed by ORR addressing all of its periodic review activities.

Further to this ORR has reviewed the level of information previously provided by Network Rail on its environmental activities and proposed to and agreed with Network Rail the level of information that it will provide both in its future business plans and its associated annual returns. For example, the business plan, must describe specific objectives and targets to improve Network Rail's environmental performance with regards to "Improving energy efficiency and reducing emissions and achieving sustainable consumption". Evaluation of performance during 2008-2009 will focus on improving energy efficiency, achieving sustainable consumption and protecting the natural environment.

ORR has also adopted a Publication Scheme, this sets out the information ORR intends to publish as a matter of routine. This scheme ensures that information is available, without the need to make general information requests.

Recommended Measures

Although improvements have been made in terms of environmental reporting, ORR still predominately reports on Health and Safety. ORR should focus on improving environmental reporting to the same standards as Health and Safety Reporting.

ORR should continue to influence the rail industry SD performance by developing further methods to measure operators' performance by, for example, setting targets related to the environmental KPIs.

ORR currently has relatively limited measures in place to report social and community issues. Although this is deemed to be outside of ORR's statutory remit, further consideration should be given to how ORR can influence this core pillar of sustainable development. An initial step could be to provide factsheets to rail operators highlighting best practice in this area.

Reference to UK SD Strategy

This key area relates to all elements of the strategy with regard to the aspects of SD which should be measured and reported, and specifically to 'Sustainable Communities' with regard to public participation.

3.2.6 Social Impact

Social impact has become an increasingly important indicator for sustainable development. Regulators have therefore begun to incorporate social issues, such as public engagement, public advice and diversity into their operating strategies.

CAA has recently introduced a Disability Equality Scheme 2008-2011. The DES sets out a commitment to disabled people and approach to addressing disability equality.







MCA has improved significantly in terms of public engagement and now provides a greater amount of educational material, such as 'don't drink and drown leaflet', interactive information packs e.g. 'Mayday pack' and 'Library Story telling'. The measures have been put in place to encourage a sense of community and raise sustainable development awareness.

OFWAT has made progress in terms of its social impacts. Areas of particular best practice include sustainable employment practices such as flexible working and customer value. Achieving a strong, healthy and just society was also identified as a key action for 2007-2008.

A particular tool that UIC has developed which encourages public engagement is 'Eco Passenger' and 'Eco Transit'. These internet tools calculate and show in detail to every customer the energy consumption, CO2 emissions and local pollutants for each selected route.

Examples of Best Practice

Environmental Information Sheets – e.g. Fuel dumping and Contrails and Aircraft noise (CAA).

'Travelling safely' and Icefalls leaflet 'Version 3' June 2007 (CAA)

Disability Equality Scheme 2008 – 2011 (CAA)

MCA'S Equal Opportunities Statement (MCA)

Social Action Strategy 2008-2009 (OFGEM)

Consumer First Programme launched to give OFGEM a clear picture of consumer attitudes and expectations (OFGEM)

Consumer Awareness Programme - calculates the energy consumption, CO2 emissions and local pollutants for each selected route (OFGEM)

ORR Training Policy, 2006 and ORR Training Sponsorship Policy (ORR)

National Rail Corporate Social Responsibility Report, 2007

ORR's Current Position/ Improvements

ORR has made progress in terms of the regulatory and advisory measures in place to address particular areas of social impact. In particular, ORR are clearer as to their role in relation to sustainable development as demonstrated by publication of the ORR sustainable development policy.

ORR is also committed internally to equal opportunities. ORR Policy aims to provide equal opportunity for employment, career development and promotion to all that are eligible on the basis of ability, qualification and availability to work.

ORR is an investor in people and promote personal development amongst their staff. Personal Development Grants are available for staff to undertake a development activity to enhance their skills.



Recommended Measures

ORR still currently has limited measures to address non-regulatory social impact aspects.

ORR should continue to ensure sustainable development awareness is communicated throughout the industry. For example, guidance to licensed operators could be increased and developed further. A SD- related competency model for application by the rail industry in training and development would develop this awareness also.

ORR should also consider means for increasing public engagement on SD. This is something other regulators such as MCA have strength in. This would obviously need to be done in conjunction with Department for Transport and it may be that clear links to DfT public engagement docs are made through the ORR website and licensed operators are made aware.

Another recommendation which was detailed in the previous benchmarking report which has not been developed as yet and still has significance is the scope to review community impact and involvement through the rail industry, for example, community outreach, voluntary and charitable activities and cause related marketing – i.e. raising awareness of both ORR's work and particular relevant charitable causes/issues through association with ORR's name.

Reference to UK SD Strategy

This key area relates to the priority 'Sustainable Communities'.

3.2.7 Sustainable Economic Development

In terms of best practice it is difficult within the scope of this study to determine which, if any, of the benchmarked organisations constitute best practice. Each industry has its own unique aspects that justify, or necessitate, differences in the regulatory approach. Nonetheless, we note that employing incentive based regulation itself continues to be generally regarded as the best practice model to drive improvements in efficiency and outputs in regulated companies.

The Government recognises that the polluter pays principle is key to achieving sustainable development. As stated in one of OFWAT's consultation documents, 'a sustainable outcome may require more emphasis on addressing diffuse pollution, with those responsible bearing a fair share of clean up costs'.

OFWAT has published documents encouraging low-carbon investment decisions, setting price limits and on achieving a sustainable economy.

OFGEM has set the "Managing the transition to a low carbon economy" as one of the key themes which captures how the Gas and Electricity Markets Authority should contribute to the sustainability challenges of the 21st century. They also issued guidance in June 2008 to code panels on the consideration and treatment of the costs of GHG emissions under the existing code objectives. This guidance sets out OFGEM's view that the economic costs of GHG emissions should be taken into account by code panels and industry participants when assessing modification proposals for industry arrangements. In terms of a low carbon economy, the government also published "Towards a Sustainable Transport System, Supporting Economic Growth in a Low Carbon World" in October 2007.

ORR's Current Position/ Improvements

ORR has, over the last three and a half years, undertaken their periodic review of Network Rail's outputs and track and station access charges. Following this, Network Rail has until 5 February 2009 to decide whether it accepts or rejects the conclusions of the periodic review. As a conclusion, the Network Rail, working with its industry partners, can and should deliver better outcomes at lower cost".

ORR has undertaken an international benchmarking study, as part of its Periodic Review in 2008 to inform ORR's judgements on efficiency, for example:

- Total maintenance and renewals
- Signalling and possessions and
- Asset management

This is a significant piece of work that will drive greater efficiencies within the rail industry in the next 5 years and ensure sustainable economic development within Network Rail. In future the government' plans to focus more on environmental issues and the next Periodic Review, due to be completed in 2013, is expected to include environmental targets for Network Rail.

Recommended Measures

ORR has limited financial incentives or mechanisms to explicitly promote environmental performance.

It is clearly stated in the ORR's duties report that the introduction of any new financial incentive would need to be considered very carefully. Also, in the PR08 document, "Advice to Ministers and framework for setting access charges", ORR confirmed that:

- a financial incentive may be useful in the future but ideally this should only be introduced where all parties have a clear understanding of the KPIs that underpin it
- ORR do not intend to introduce an environmental charge ...

Since ORR has undertaken some initial consultation on environmental charges, no more specific work has been established. It is understood that ORR is currently giving further thought to environmental charging and incentives and will likely consult on this specific aspect in the near future.

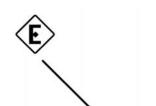
ORR should further consider the use of environmental charging and, in particular, incentives for good performance and implementation of SD.

ORR could develop a low carbon rail economy approach and promote its benefits and promote ways to facilitate the development of local rail investment packages, encouraging a more strategic approach to local transport plans which could be part of the low carbon economy strategy.

Reference to UK SD Strategy

This key area relates to the priority 'Sustainable Consumption and Production.





3.2.8 Sustainable Development Research

The majority of the benchmarked organisations have developed multiple research projects around safety or around specific environmental issues directly linked to their core industry.

MCA has diverse ongoing research projects mainly on waste, ecological sites and ecosystems.

FRA, has undertaken research and development projects both independently and in partnership with public or private organizations, including institutions of higher learning, through the provision of grant funding, cooperative agreements, memoranda of understanding, and contracts.

Examples of Best Practice

Research on specific environmental issues including renewables, port waste reception facilities, treatment and oily waste, noise impacts

Diverse Research Projects in Sustainable Development such as "Review of research relating to sustainable development for the Railway (RSSB)

Environmental Research and Consultancy Department (CAA)

Carbon price on costs of generation (OFGEM)

Three year Energy Demand Research Project (OFGEM)

Five Year Strategic Plan for Railroad Research, Development and Demonstrations (FRA)

ORR's Current Position / Improvements

ORR continues to support and contribute to the work being undertaken by the Rail Safety and Standards Board, both in developing the sustainable case for rail and in further research activities that could improve the future sustainability of the railway, as stated in the ORR's sustainable development and environmental duties.

It is however difficult to measure the level of ORR's support and involvement within RSSB's Research Programmes, linked to Sustainable Development.

Recommended Measures

ORR should continue to work with the RSSB and others to lead or participate in SD research projects.

ORR could provide more accessible information on developing or completed research projects relevant to the rail industry through the website and by direct communication with the rail operators in order to raise awareness of available information.

Reference to UK SD Strategy

This key area relates to the priorities 'Sustainable Consumption and Production' and Sustainable Communities.



There is increasing competition between organisations who want to be seen to be leading by example. Each of the benchmarking organisations, have different approaches to achieving this. OFWAT, for example, has undertaken benchmarking work for the last ten years looking at the other international regulators in the same field and comparing activity to identify best practice.

Examples of Best Practice

International Comparisons report 2008 (OFWAT)

Environmental Advisory Group (ORR)

ISO 14001 standard internally and Social Strategy (OFGEM)

Commitment to establish a Sustainable development Maturity Matrix (MCA)

ORR's Current Position / Improvements

ORR now has a Sustainable Development Policy in place and revised Environmental Policy Guidance for the rail industry. Internally ORR has in place a Health and Safety and Environmental policy and an Equality and Diversity policy.

The creation of the Environmental Advisory Group (EAG) in November 2007 aims to improve ORR's internal monitoring and reporting of its environmental aspects such as energy, travel, waste and procurement. It was agreed in the last EAG meeting that ORR should develop an Environmental Management System and an Environmental Policy.

Further structured management measures are still not apparent within ORR.

Recommended Measures

By adopting best practice internally, ORR is in a position to lead by example and influence those operating within the rail industry. Following the previous benchmarking report, ORR has made progress in developing internal SD management. There is still however many measures which ORR could consider in order to develop its internal approach further, implementing the action mentioned in the previous paragraph. In brief, the principle activities are likely to include the following:

- Definition of objectives and targets for improving performance and implementing systems across a range of SD aspects
- Detailed programme of implementation, with defined roles and responsibilities
- Further training and awareness raising for staff, including SD in general and specific areas such as energy use, waste minimisation etc.
- Greater reporting against internal SD indicators and targets.

ORR should consider adoption of certified systems such as ISO 14001 which have been successfully implemented in other public sector organisations.

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In addition to internal systems, ORR should consider the adoption of outward facing activities including community involvement (including staff volunteering and mentoring programmes and structured support of appropriate charities).

Reference to UK SD Strategy

This key area relates to all elements of the Strategy, rather than any particular principal or priority.

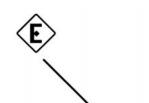
3.3 Conclusions

Compared to the previous benchmarking study, it is clear that all the organisations have made some improvements in addressing sustainable development issues. From the publicly available information. ORR showed significant progress in 5 categories and some improvements in 2 others. This demonstrates a real commitment to achieve and promote sustainable development principles.

The following points summarise ORR's performance in the benchmarking.

- Based on the information available, ORR compares well with the other organisations benchmarked and could be viewed as being on a par with most of the others in terms of the number of SD-related activities undertaken/measures in place. However, other regulators such as, CAA and OFGEM, display a wider range of measures in place, with measures in all nine key areas, including such examples, as conducting a wide range of SD-related research, or providing SDrelated awards for operators.
- ORR SD focus has to date, largely been limited to health & safety, environmental issues and commercial practices. This is understandable given the primary function of ORR. A key area where ORR appears to have undertaken fewest activities is in terms of social impacts and should be an area for future consideration.
- ORR has made great improvement in the area of Performance Measurement and reporting. This is mainly due to the publishing of the 'Environmental Guidance'. No specific targets related to the environmental KPIs have been set though, and this should be an area of improvement for ORR.
- Significant improvements have been made across all benchmarked organisations in terms of Health and Safety. However, a weakness in this area is that the majority of the benchmarked organisations have not fully incorporated health and safety into SD strategies. ORR should incorporate health and safety into the SD strategy.
- In terms of Environmental Management, OFGEM is leading by example in this area. Internally they have developed a management system accredited to ISO 14001 and also provide advice and guidance to their operators. ORR has undertaken fewer activities in this area, but is not alone in comparison to the other benchmarked organisations.

In the Sustainable Case for Rail 2007 (RSSB), the first sustainable development review of the mainline railways of Great Britain as part of the industry's Sustainable Rail Plan, one of the stated needs is to optimise rail's contribution to a sustainable transport system. The industry recognises the importance of working together and in partnership with the Office of Rail Regulation (ORR) and the DfT.



Rail has long been regarded as an environmentally friendly mode of transport, particularly in terms of energy efficiency and emissions. The industry is actively working to maintain its environmental advantage. It is now more important than ever to highlight reliable, relevant information which demonstrates rail's performance in sustainable development.

ORR has an important role in continuing to demonstrate its active progress in influencing the improvement of sustainable development in the rail industry.

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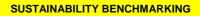
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APPENDICES

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SUSTAINABILITY BENCHMARKING

1. BENCHMARKING FRAMEWORKS



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Priority Area	Description	Summary of Indicators	ORR	CAA	MCA	OFWAT	OFGEM OFGEM rubisheri its rwn internel sustainable	uic	UPT Sustainable Development Medice Group	PRA .
Sustainable Consumption and Production	Achieving more with less	Greenhouse gas emissions Emissions of pollutants	Environmental Guidance provision to operators (policy and systems) The Stations Code (clause 14)	Sustainable Development and Aviation Environmental Policy in place	Sustainable Shipping Conference 2005 Provision of waste management guidance to ports	Developing approach to SD ongoing 2005-8 Work with the Environment Agency and the Drinking Water Inspectorate to	development targets (June 2008) including aspects such	Rall Transport and Environment, Facts and Figures, June 2008	Sustainable Reporting and Indicators	Intelligent Railroad Systems (incl impacts on efficiency, emissions, safety)
	Reducing impacts of products and materials across their lifescule.	River quality	Licence conditions (environmental)	Environmental Information Sheets	Regulation of port waste management (plan approval) Guidance on charges for port waste reception	ensure companies can meet environmental and drinking water quality	as People, Procurement, Waste and Recycling, etc	Annual Report 2006 with dedicated sustainable development	Working Group Charter on Sustainable Development,	
	mer necyce	Resource use Fish stocks	Bite size Seminar		Your Ocean' - Nat Maritime Museum exhibition	stantoaros Set price limits on companies to encourage efficiencies	SD report 08-09	chapter: initiatives are: - 9th UIC Environmental Coordinators Conference	2003	
	Building on people's awareness of social and environmental concerns	Water resource use			MGNMINIMSNa	Set price limits to ensure safe, reliable service Approval of charging schemes		- UIC's Environment, Energy and Sustainable Development Platform	2008: conference organised by UITP / The	
		Land recycling Waste		Corporate Plan 07-08 for 20100-11		Approval of companies codes of practice Enforcement of licence conditions		- UIC is associated in the "Green" research project, jointly	future EU Directive on the procurement of clean road vehicles - What does it mean	
	Reducing inefficient use of resources			CAA contribute to work of Project Sust Development Heathrow Project Board		SD consultation		financed by the European Commission under. Aim at developing a new Zero emissions Engine.	for the public transport sector? Jan09	
	Boosting business competitiveness			CAA's Aviation Environmental Working Group		Incentive-based regulation Monitoring of company performance		UIC PROSPER Project "Procedures for Rolling Stock Procurement with Environmental Requirements") project. It was	Making tomorrow today Mapping the progress in sustainable	
	Breaking the link between economic growth and			GAA's Avalibi Enviormental Working Group		Modelling of shared water resources (working with EA)		approved by the representatives of the supply industry and rolling stock manufacturers;	development in the public transport sector 2005-07, March 07	
	environmental degradation					Member of the Water Saving Group Lead sub-group on water efficiency best practice		of the supply industry and rolling stock manufacturers; . LIC Leaflets on environmental specifications in territerion formew	2005-07, March 07	
						Working with Waterwise Shonsonim encommin research ratemany in FA 2008 Water Efficiency Awards		roling stock Babway Desel Emissions, challennes and Realities' hypothese		
						Sponsoring economic research category in EA 2006 Water Efficiency Awards (widened to include non- and household initiatives Ensured investment (3.5 billion – severage; 52 billion – drinking water		nuhished		
						Ensured investment (\$3.5 billion – sewerage; \$2 billion – drinking water		 UIC present at the UN Conference on Climate Change in Nairobi Optimising energy use: "Energy Billing'and 'Rail Energy' 		
						National SUDs Working Group		· opiniang energy dec chargy bing and han chargy		
						2008: OFWAT, a sustainable water industry, October 2006				
						Contributing to sustainable development – a consultation on Ofwar's approach				
imate Change and Energy	Reducing greenhouse gas releases	Greenhouse ges emissions	Statutory role to improve efficiency	For the second	Formal involvement in offshore renewable planning and	A sisteinable water inflicting _ To PR09_ and hexand	Internal SDAP targets, climate change and energy	IIIC Dissel Artim Plan	Car-Sharing Platform, working groups:	
mate change and Energy		Use of renewable/sustainable	Developing efficiency and performance strategy/policies	- March 07	consent		efficiency	Rail Diesel Study	Stanfordision Car Sharion	
	Changing in the way we generate and use energy	fuels Energy generation and	Developing enforcement and penalties policies (including efficiency) Development of industry performance monitoring	SRG certification of aircraft - emissions Development of emissions trading scheme	Various research conducted in relation to renewable (including effects on systems, navigation)	Preparing for the future - Ofwar's climate change policy statement	three year Energy Demand Research Project (EDRP)	Railway Energy Efficiency Conference Project Evaluation of Energy Efficiency Technologies for Rolling Stock an	Promoting Car Sharing I Improving Cooperation between Public	
	Changing other activities that release greenhouse	consumption					Renewable Energy Strategy consultation		Transport and Car Sharing	
	gases	1	Environmental Guidance provision to operators (policy and systems) Review of RUS	2008: emissions trading scheme ongoing - aim of including aviation within the existing	Internal monitoring and targeting - SDAP and targets Recent consultation on "Instructions for Fixed CO2		The green supply guidelines: Updated proposals Ofgem response to Scottish Executive's consultation on	Knowledge Management for Energy-Efficiency Technologies of Railways (EVENT ComTool) – database	A low carbon future with public transport	
	Preparing for climate change	1	Review of charges under PR2008 (freight and passenger)	European scheme by 2008 - CAA supports work led	Systems"		reform of the Renewables Obligation in Scotland	Railway and energy information day	leaflet with recommendations, etc	
	Setting a good example and encouraging others	1	Licence conditions (environmental)	by DIT and Defra on development of policy for aviation in this scheme			Ofgem response to DETI's consultation on reform of the Northern Ireland Renewables Obligation		Tool kit for reducing carbon emissions	
		1	2008: KPI set for traction energy and CO2, data required by Jan08 and other KPI such as mise, remined by mid08.	2008: reduction of energy use in CAA offices			Way Forward: Cutting the Green Customer Confusion	1	from transport	
	1	1	and one or reactilits noise, required by mous	CAA continue to purchase green electricity /			Cutting green customer confusion Green Supply Guidelines Wrap-up Workshop Agendia	1	Event, Dec08 Sustainable Design for	
	1	1		improvement in green procurement - INTERNATIONAL conference on sustainable			Ofgem response to BERR consultation on reform of the Renewables Obligation	1	Sustainable Cities organised in Paris	
	1	1		development of city electric transport systems was held in Ukraine Oct08; co-organised by the Ministry			Renewables Obligation MicrogenForum May 07 Ofgem Agenda- Workshop on Additionality in Guidelines for Green	1	UITP Handbook Sustainable Development on Environmentally Sustainable	
				of Housing and Municipal Services of Ukraine and			Supply		on Environmentally Sustainable Technologies	
				UTP's Eurasian Division			Energy Efficiency Standards of Performance schemes Energy Efficiency Commitment 2005-2008: Supplier		-	
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							2007 Otnam's Consultation on the CERT Sampler Guidance /			
							Carbon Emission Reduction Target CERT 2008-2011 Suplier Guidance			
atural Resource Protection and revironmental Enhancement		Bird populations Biodiversity conservation	Requirements placed on Network Rail regarding Environmental Protection	Provision of environmental advice in runway development	Development of legislation (eg Marpol, IBC code) Research - environmental nontertion (el sollo waste	Contribution to research on costs of removing phosphorus from effluents Worked with Defra on code of practice odour nuisance	Ofgem operations Environmental Policy Statement The Environmental Advisory Group	UIC leaflet 345 'Environmental specifications for new rolling stock' EGNV - Expert Group Noise and Vibration	Commission on Sustainable Development	Issue Briefs (inc H&S, environmental, noise) FRA Environmental Impact Assessment of projects or actions appropried or taken by th
	Environmental enhancement and recovery	Environmental stewardship	Environmental Guidance provision to operators (policy and systems)	Analysis of environmental impact of airport	reception, ecology, marine litter)	Review of water quality problems from storm sewage in Thames Tideway (with Thames Water)		Environment Platform Core Group Environment		Agency Encouragement of Environmental Management
	Integrated policy framework	Agricultural emissions Lend use	The Stations Code (clause 14) Licence conditions (environmental)	developments Directorate of Airspace Policy role in determining	National Contingency Plan Marine Pollution Control Unit	(with Thames Water) Participating in Defra-led working group on pollution in Olympics site	Environmental Impact Assessments for significant policy proposals	Events mounts		Encouragement of Environmental Management Hazardous Materials: Hazardous Materials Incident Reduction Program
		Land recycling	Licence conditions (disposal of land) Review of the Network Code Part E (Environmental Protection)	impacts ERCD provision of expert advice to DIT -same	Courter Pollution and Response Branch Pollution response coordination (Marine and Shoreline	A Sustainable Water Industry - To PR09 and beyond, responses to		Position paper on the limits of noise pollution for new rolling stock. Research on noise (technical tests/evaluation e.g. brake pads)		Hazardous Materials Incident Reduction Program Tank Car Facility Conformity Assessment Program
		Environmental equality Dwelling density				consultation about sustainable economy, carbon footprint, assessing our		Workshop - Bail Freight Noise Abstement in Europe		
		Households and dwellings Fish stocks	Dec07 Environmental Policy Guidance - Guidance on environmental antancements for licence holders	Govt on environmental costs Safety Regulation Group support for environmental	Oil spill contingency guidance for ports SOSREP intervention in salvage	policies, atc		Roll Freinht Noise Abstement in Furnne Workshon		Spert Nuclear Fuel and High-Level Nuclear Waste Program Railroad Industrial Hypiene Program
		Ecological impacts of air	Sustainable Development & Environmental Duties report, including the	certification	Ballast Water Scoping Study Receiver of Wreck duties	Preparing for the future - Ofwat's climate change policy statement		Energy, Noise, Pollution and Electromagnetic research REPID Network - environmental indicators		Rulemaking, Approvels, and Exemptions Guidance on assessing noise and vibration impacts
		pollution Emissions of air pollutants	sustainable development objectives, policy statement and ORR's	Environmental Research and Consultancy	FSA safety and pollution assessment method and services			"The way to sustainable mobility" - report		FRA Office of Safety enforces the Railroad Noise Emissions Compliance Regulation
		River quality	ways of delivering this policy	Department Environmental Information Sheet -Aircraft	MGNMINIMSNa Oil Pollution Training Course			Research on environmental costs of transport www.railway-mobility.org		High Speed Ground Transportation Noise and Vibration Impact Assessment Manual CREATE Freight Noise and Vibration Model
		Water stress Flooding	Further duty under the Natural Environment and Rural Committees	Noise+Fuel Dumping and Contrails , march 07				Railway and Energy Information Day		Analytic model to assess the noise impact of train horns
		Noise and vibration	Act 2006 to have regard to the purpose of conserving biodiversity	SRG certification of aircraft - emissions and noise	2008: Sustainable development operations policy statement within Sustainable Development Action Plan			Rall Diesel Study Workshop Environmental Coordinators Conference		Final Rule on the Use of Locomotive Horns at Highway-Rail Grade Crossings Train horn noise quiet zones
		Fuel storage Lend contamination		2008: Environmental policy committee - terms of reference	2008-2009 EMS published			Rollway Nnise in Lithan Area		Docket Management System Transportation System - guidance manual, positive train control
		Diffuse pollution		(Nov 2007)	More projects research such as:			International Railway Research Board World Congress on Railway Research		
		Electromagnetic radiation impac		Sustainable development and aviation environmental rolliny	 Mapping Sensitive Ecological Sites for National Contingency Planning, 					FRA Departmental Environmental Policies The FRA has a hazardous materials safety program and EPA has other regulations
					OSPAR Blot Project on Manitorian Marine Beach Litter					dealing with hazardous materials. FRA Environmental Impact Assessment – FRA considers the optential for environment
					The impact of the Port Waste Reception Facilities Regulations 2003					FRA Environmental Impact Assessment – FRA considers the potential for environmenta
					Development of a Protocol for the Treatment and Disposal of Oily Waste in the UK					
					Disposal of Oily Waste in the UK - Control of the spread of Non-Indigenous Species through					
					Disposal of Oay Waste in the UK - Control of the spread of Non-Indigenous Species through Ballast Water - Ecosystem Assessment following the Sinking of Tanker El					
ustainable Communities	Craation communities that ambody suggestionities	Artiva remandu nasterioostee	New statutory role as HBS receivitor	Safety Remission Grown (SRG)	Disposal of Oly Waste in the UK - Control of the spread of Non-Indigenous Species through Balliss Waster - Ecosystem Assessment following the Sinking of Tanker Ei - Environmental Pisk Criteria Isano Commencial Yarke Conte	Successed Standards Scheme (instance rushmer rushmer	RPLX at 20 revised	Rafaty Platform	Diversity initiative working your	Issue Reafs (in: H&S an-internantal crista)
Bustainable Communities	Creasing communities that embody sustainable development at the local level	Active community participation Crime	New statutory role as H&S regulator H&S Strategy	Safety Regulation Group (SRG) Safety Intervention Programme	Deposal of Oly Waste in the UK - Control of the spread of Non-Indigenous Species through Balast Water - Ecosystem Assessment following the Sinking of Tanker Ei - Environmental Risk Criteria Large Commercial Yacht Code Research - asidy, accident prevention (e.g. vessel	Guaranteed Standards Scheme (including customar companisation) Memoranitum of understanding between the office of water anicose and the	Research to develop our understanding of how vulnerable	Human Factors Working Group	Diversity lititative working group Public Transport International publication	Promotion and regulation of safety
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Sustainable Communities	Creating communities that embody sustainable development at the local level Working to give communities power and say in deciding	Active community participation Crime Fear of crime Security (at stations) Employment and powerty	H&S Strategy H&S Enforcement Policy Developing long-term H&S strategy/policies Developing risk-based assessment of H&S approach	Safety Intervention Programme Annual Safety Plan Safety research in relation to regulatory activity Aviation Health Unit	Disposal of Oly Waste in the UK Control of the synard of Non-Indigenous Species through Ballace Water - Ecosystem Assessment following the Sirking of Tarker EI - Environmental Risk Criteria Lange Commercial Yach Code Research - safety, accident prevention (e.g. vessel stability, Iliébad diskip, human error) Coastguard operations	Memorandum of understanding between the office of water services and the health and safety executive Work on ensuring affordability (for households, including low income) Encouraeino awareness of the scheme supporting vulnerable group customers	Research to develop our understanding of how vulnerable	Human Factors Working Group Occupational H&S Group UIC leafets on standards of competency and safe working practices	(incl. SD, safety) Training programme for public transport managers	Promotion and regulation of safety Automated Track Inspection Program (ATIP) Collision Analysis Working Group (CAWG) DOT National Crossing (Inventory (Cutreach)
Sustainable Communities	development at the local level	Security (at stations)	H&S Strategy H&S Enforcement Policy Developing long-term H&S strategy/policies	Safety Intervention Programme Annual Safety Plan Safety reaserch in relation to regulatory activity Aviation Health Unit CAA Safety Award Ohair of steering cross on aviation OH&S	Disposal of Dy Watai in the UK Control of the spread PKe-Indigenous Species Brough Ecosystem Assessment following the Striking of Tarker E Ecosystem Assessment following in the Striking of Tarker E Ecosystem Control (e.g. vestal) Habitor, Mathematical Participation (e.g. vestal) Habitor, Habitori Assign, Tamin architor Costageard oparation, PARS, Markata) Bais smart - padio salving DioOCEED writefolio.	Memorandum of understanding between the office of water services and the health and safety executive Work on ensuing affectability (for households, including low income)	Research to develop our understanding of how vulnerable customers engage with the energy market Social Action Strategy (SAS)	United with a section working Group Occupational H&S Group UIC leaflets on standards of competency and safe working practices Development of a policy on alcohol and drug prevention in the workplace	(incl. SD, safety) Training programme for public transport managers Mobility in Cities Database Public Transport in 2020: From Vision to	Promotion and regulation of safety Accomatod Track (Inopection Program (ATIP) Collision Analysis Wonking Group (CAWG) DOT National Cossing Inventory (Cahrasch) Drug and Alcohol Program Charlanau-Rail Consider Constant and Teconastein Provemen
Sustainable Communities	development at the local level Working to give communities power and say in decisions	Security (at stations) Employment and poverty Education (incl. sustainability) Health Electromagnetic radiation impac	H4S Strategy H4S Enforcement Policy Developing long-term H4S strategy/policies Developing risk-tesed assessment of H4S approach Developing maxement and reporting framework for H4S Developing Intervention Plans (2006-07) to ensure workers/public H4S	Sately Intervention Programme Annual Sately Plan Sately reasonch in relation to regulatory activity Aviation Health Unit CAA Sately Award Chair of steering group on existion OH&S Travelling Sately Isabit	Diaposal of Oly Waste in the UK Control of the synapsia of Neo-Indigenous Bpacies through Balace Water Environmental Risk Colucia Registron - statics Registron - registron - resiston Registron - Registron - Registron - Registron - Registron Registron - Registron	Memorandum of understanding between the office of water services and the health and safety executive Work on ensuring affordability (for households, including low income) Encouraging awareness of the scheme supporting valentable group customers Working with the Water UK debt focus group	Research to develop our understanding of how vulnerable customers engage with the energy market Social Action Strategy (SAS)	Jawey reaction Human Factors Working Group Occupational H&S Group UIC selahtes on startandard of competency and safe working practices Development of a policy on alcohol and drug prevention in the workplace Benchmarking of assaults on staff and prevention of assaults	(incl. SD, safety) Training programme for public transport managers Mobility in Chies Database Public Transport in 2020: From Vision to Action Iooking at trends	Promotion and regulation of safety Accomatod Track Inspection Program (ATIP) Collision Analysis Wonking Group (CAWG) DOT National Cossing Inneatory (Carsach) Drug and Alcohol Program Durge and Alcohol Program
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have been colour-coded according to OFIPs Headline Objective	priorities (green = highest importance; orange = low	est). IORR	A4	W/A	05407	A22204		1001	204
readine Cojective	Social	Онн	Can .	BCA.	UP NR	Unues	ut.	up i	The SN Office of Cold Bable is exceeded in the objection
health inequalities	Qualifications	1	1	1		1		UITP leaflet, may 07, Tackling Social Exclusion The Role of	The FRA Office of GNI Rights is responsible for cNI right compliance and monitoring to ensure non-discrimination
1		1	1	1				Public Transport - including good practice examples, recommendations and tools	in passenger railroad services.
		1	1	1		1		Diversity and social development working group	1
To improve the health of the population	Accidents	Ral Guidance Document - Noise at	Safety Regulation Group	Research - accident prevention,	Memorandum of understanding		Salety Platform	Transport and urban life working	Promotion and regulation of safety
overal	Breas Access to green space	Rail Guidance Document - Noise at Work in the Railway Industry Rail Guidance Document - Vibration at Work	Safety Intervention Programme Annual Safety Plan Safety research in relation to regulatory activity Autation Health Unit		between the office of water services and the health and safety executive		Safety Platform Human Pictors Working Group Occupational Hulls Group UIC leaflets on standards of competency and safe sorking practices UIC Safety database	group.	Promotion and regulation of safety Automated Track Inspection Program (ATIP) Collision Analysian Working Goussy (CAWG) DOT National Cossiling Inventory (Cutreach) DOT National Cossiling Inventory (Cutreach) Drug and Alcohol Program Isighway-Taal Cosside Crossing and Trespassing Prevention
	Transport options		Safety research in relation to reculatory activity	adety Coastgued operations Sea amart - public salety OOC/CEC writication Wide range of salety-related	2008 Sustainable action Plan, Achieving a strong, healthy and just		UIC leaflets on standards of competency and safe arching practices		DOT National Crossing Inventory (Outreach) Down and Alcohol Doosnam
		RSPG - various		Wide range of safety-related subtance for inclusivy and sublic	Achieving a strong, healthy and just society		UC Safety database "SalaCuburg" method and toolkit		Highway-Rail Grade Crossing and Trespassing Prevention
			Chair of steering group on	puidance for industry and public MGNMINMENs Marine certification and inspection			"SateCuture" method and tookit SAFECOR - Harmonised Operational Safety on		Railroad Salety Advisory Committee (RSAC)
			Chair of steering group on sviation CHAS Traveling Safety leaflet Toetals' leaflet	name of incident and implement			SAMMET: Safety Management and interoperability		Pognams Raihoad Salety Advisory Committee (RSAC) Raihoad Salety Board Ragubtoty Coeview Research & Development
			Air Worthiness Approval CAA Cabin Safety Office Inspections				SAMPAL: Safety Management in Ralways		Safety Improvement and Development Team (SIDT)
			inspections				EUPEDD* Hemoniae Genational Solety on EUPEDD* Selection Management and Interprediatily Hematic Halvosh in railway systems SAMPAL: Safety Management in Palkays INC (International Railway Safety Continence 2006) INC (International Railway Safety Continence Continued Tamaing Case) (Int. Communication International ecological International International International ecological International International ecological International International ecological International International ecological International International Ecological International International International International International International International International International International International International International International International International International International I		Research & Development Safety Improvement and Development Team (SIDT) State Rail Safety Participation Program Switching Operations Fatality Analysis (SDFA) Rail Integrity Task Fonce Operation Lifesser' – public tail safety education programme
			2008:				technical exchanges, intermodal tracking.		Operation Lifesawer' – public rail safety education
			Airspace and Safety Initiative with MoD and NATS to tackle				UIC World Training Activities a) general railway		Cproport Linese - public fair tabley education programme School Dus Safety Alert - Information for bus drivers Truck Driver Safety Alert - information for truck drivers Technical Diselins (safety for workers) Safety Advisories
			simpace safety issues SRG updated 2006-7/2010-11 Safety Plan				management issues and b) numan resources and training UMC (International Union of Pailway Medical		Technical Bulletina (salety for workers)
			Safety Plan CAA committed to EASA's European Strategy Safety Initiative				Services) - care of staff (H&S objective)		Sarety Advisories Emergency Orders (safety)
			European Strategy Safety Initiative						Danny Annota Ins. Emergency Orders (safety) Safety Directives Housedour materials safety program Partnerships in Domestic and International Standards-
			CAA Human Resources						
			Steering Group						Organizations (e.g., AAR, ASME, TDG/CGSB) Education, Safety Assurance, Compliance, and Accident
			ICAO Airepace Classification policy statement - dec08						Investigation Hazardous Materials Transportation Program - research
To improve the education and skills of the population overall	Qualifications/skills/training			Your Cosan' - Nat Maritime Museum exhibition Receiver of Wrecks		Statutory programme of inspection of achools, local authorities, teacher training providers,			Issue Briefs (inc H&S, environmental, noise)
1		1	1	Receiver of Wrecks Information/Italining provision	1	child minders and day-care providers,		1	
		1	1	Information/Italining provision Seafarer training/information provision (H&S, Medical)		colleges Comprehensive inspection reports for parents Joint area reviews		1	1
		1	1			Inclusion: does it makes where pupils are		1	1
		1	1	Don't drink and drown Sea smart; for children, parents, schools		sught? Provision and outcomes in different tetings for pupils with learning difficulties and disabilities' - report		1	1
1		1	1	schools Mayday pack - leaflets, CD Rom activities,	1			1	
To provide everybody with the opportunity to	Homelessness		Environmental Information	Library Story telling Respect our Wrecks' initiative					
To provide everybody with the opportunity to live in a decent home	Homelessness Range/affordability of housing Unit homes	1	Environmental Information Sheets - House Purchases		1			1	
To reduce anti-social activity	Crime Fear of crime	Rail Guidance Document - Route Crime - Lineside Security	implementation of security policies				Development of a policy on alcohol and drug prevention in the workplace		The FFA Office of Civil Rights is responsible for civil right compliance and monitoring to ensure non-discrimination
	Noise levels Noise concerns	Ral Guidance Document - Route Crime - Lineside Materials Ral Guidance Document - Volence	1	1	1		Searchmarking of search on staff and remention of	1	in passenger railroad services.
		Rall Guidance Document - Violence to Staff	1	1		1	secults Security Group COLPOPER (Cooperation between railway police	1	1
To encourage a sense of community identity and welfare	Social participation Voluntary activity	Gustomer Correspondence Team	Environmental Information Sheets	Adopt a Wheck' initiative				UITP Youth Project Awards	
	Voluntary activity Ethnic relations Public influence on decisions	1	2008: CAA's Air Travel	1	1			1	
		1	2008: CAA's Air Travel Organiser's Licensing scheme protecting holidaymakers	1	1			1	
1		1	against financial failures of loensed tour operators	1	1			1	
		1		1	1			1	
To offer everybody the opportunity for reversion and satisfying employment	Earnings Equal opportunity	Licence conditions (discrimination)	2008: CAA's Equality and Diversity Policy	i	Flexible and family-triendly working Policy	1	International Training Group Competency transfer project International Rail Activities Information Session	Diversity Initiative working group Public Transport International	Equal Employment Opportunity Policy and Management
	Hours	1		1			Competency transfer project International Rail Activities Information Session	sublication (incl SD, safety)	
1		1	1	1	1		(SAFT) New Ralway Environments: New Competencies' raining seminars	Training programme for public transport managers	
To improve the quality of where people two	Neighbourhood satisfaction		Environmental Information						
	Quality of surroundings	1	Sheets - House Purchases CAA Aviation Property Search		1			1	
1		1	Service	1	1			1	
L					L		L	L	
To improve accessibility to essential services and facilities	Access to key services						Charler on Rail Passenger Services (incl safety, security, cleanliness, mobility/access, language)		CREATE: Chicago Region Environmental and Transportation Project: http://www.createprogram.org/ Public Private Partnership, CREATE will invest 51.5 billion in critically needed improvements to increase the efficiency of the region's nal infrastructure and the quality
		1	1	1		1		1	Public Private Partnership. CREATE will invest \$1.5 billion in critically needed improvements to increase the
									efficiency of the region's rail infrastructure and the quality of life of Chicago-area residents.
To improve accessibility for those in most need	Costs of transport Rural access Disabled access	Licence conditions (disability) Code of practice for disabled people	Disability Working Group (DWG) - Disability Equality Scheme 2008-2011		Work on ensuring alfordability (for households, including low income)		E-Ral (incl improving training access for the disabled for instance people with impaired vision)	Partner in European Year of People with Disabilities	
		Routeing Guide Application of Completion Act	Scheme 2008-2011		Work on ensuring alfordability (for households, including low income) Encouraging awareness of the scheme supporting vulnerable group customers				
En To reduce the effect of traffic on the	Vecrimental Journey length Goods transport	Routing Guide	Environmental Information	Research - environmental		The Environmental Advisory Group	UIC leafet 345 'Environmental specifications for new	UITP/UNEP TV advertion public	Participation in domestic forums covering a wide range of environmental issues including Brownfield's, noise,
environment	Goods transport Transport modes treasons	Freight charging policy	Sheet - Aircraft Noise SPG certification of aircraft -	protection + Environmental Risk Oriteria	sussinable Action Part, Dang within environmental limits Ofwar's climate change policy statement, climate change	Internal Sustainable Development Action Plan 08-09, Travel		transport and environmental advantages	
		1	noise	Driteria Projects research ongoing Vessel Traffic Monitoring and Reporting Requirements - recent consultation	somment, climate change	1	unvronment Platform Core Group Environment	A low carbon future with public	Issue Briefs (inc H&S, environmental, noise)
		1	2008: CAA's Aviation Environmental Working Group	Reporting Requirements - recent consultation		1	Environment Platform Core Group Environment Depring groups Pasition paper on the limits of noise polution for new rolling stack Research on noise (technical tests/exclusion e.g. brake padd) Workshop - Plati Parkgith Noise Abatement in Europe	transport leaflet with recommendations, etc	Issue Briefs (inc. H&S, environmental, noise) FPA Environmental Impact Assessment of projects or actions speconcul or taken by the Agency. Encouragement of Environmental Management Guidance on assessing roles and Variston Impacts FPA Othor of Safety antercess the Raibad Noise Environment Complexes Pagabilities.
		1	Noise Considerations at GA Aerodromes - Guidance ,	1		1	roung sock Research on noise (technical tests/evaluation e.g.	Tool kit for reducing carbon emissions from transport	s noouragement of Environmental Management Guidance on assessing noise and vibration impacts
		1		1		1	brake pads) Workshop - Rail Freight Noise Abstement in Europe		FRA Office of Safety enforces the Railroad Noise Emissions Compliance Regulation
		1	ERCD publishes report on Metrics for Aircraft Noise'	1		1	UIC sub-commission on Noise and Vibrations Rail Preight Noise Abstement in Europe Workshop Energy, Noise, Polution and Electromagnetic research	Climate change working group 2ND Sustainable Development	
		1	DAP Dolov Statement - Cas	1		1		Conference - Making tomorrow	Impact Assessment Manual CREATE Freight Noise and Vibration Model Analytic model to assess the noise impact of train homs Final Rule on the Use of Locomotive Homs at Highway-
		1	Venting Sites	1		1	REPID Network - environmental indicators "The way to sustainable mobility" - report	today LITP Mobility and City Transport	Final Fule on the Use of Locomotive Horns at Highway- Rail Grade Crossings Train hom noise quiet zones.
		1	1	1		1	Research on environmental costs of transport www.railway-mobility.org	ehiblion.	Train horn noise quiet zones
		1	1	1		1	REPID Network - environmental indicators The way to sublichedie mobility - report Research on environmental costs of transport sever zalivay-resolutily, ong The Environmental Noise Diractive Focus - UIC Noise Nativaria UIC Zeiton Programma. UIC sus environmental workshop - Noise Reduction	1	1
		1	1	1		1	UIC run environmental workshop - Noise Reduction Freight traffic.	1	1
		1	1	1	1		Preight traffic. Ecopassenger, Eco Transit Rail Transport and Environment - Facts and Figures June 2008.	1	
		1	1	1	1		June 2008.	1	
L					L		L	L	
To improve water quality	Water quality (intendicoastal) Dangerous substances in water Matriceto in water			Research - environmental protection	Review of water quality problems from storm sevage in Thames Tideway (with Thames Water)	Internal SDAP targets 08-09, water			Nazardous Materials: Nazardous Materials Incident Reduction Program Tank Car Pacility Conformity Assessment Program
	Nutrients in water	1	1	protection National Contingency Plan Marine Pollution Control Unit		1		1	Tank Car Owner Maintenance Program Evaluations
1		1	1		group on polution in Olympics site Contribution to research on costs of removing phosphorus from effluents			1	
1		1	1	Branch Polution response coordination (Marine and Shoreline Response				1	Program Raikoad Industrial Hyglene Program Rulemaking, Approvals, and Exemptions
1		1	1	Centres) OI spill contingency guidance for	Ofwar's climate change policy statement, water			1	
1		1	1	ports SOSREP intervention in salvace	1			1	
		1	1	ports SCISFEP Intervention in salvage Balast Water Scoping Study Receiver of Wreck duties	1			1	
1		1	1	Fillcenter of Whitek dubes PSA safety and polution assessment method and services MONMINIMENs	1			1	
		1	1	MONMINIENE	1			1	
To improve air quality	Enteriore		Environmental Information						
prove air quairy	semand18		Environmental Information Sheet - Anoraft Emissions +Air Proximity Hazards,		1				
		1	+Air Proximity Hazards, AJRPROX - march07 SRG certification of aircraft	1	1			1	
		1	SPG certification of aircraft emissions	1	1			1	
To maintain and enhance biodiversity, flora and fauna	Species populations Habitat changes	Licence conditions (disposal of land)		Research - environmental protection					
	Protected species Conservation measures	1	1	protection Projects research ongoing. Current consultation on the Implementation of reactive on ship source pollution	1			1	
	Designated siles	1	1	implementation of reactive on ship		1	1	1	
	Abstraction								
	Species populations Habita changes Polaciad gecies Conservation measures Designated stime Addrascion Wicodiand cover			source postson					

To maintain and enhance the quality of landscapes and lownscapes	New building Vacanti derelict land	Licence conditions (disposal of land)			Worked with Deha on code of practice odour nuisance				
	New building Vacanti derelict land Land restoration and care Landscape features Chemical releases				Worked with Deha on code of practice odour nuisance Ofwar's climate change policy statement, land management				
	Chemical releases Litericleanliness								
To conserve and where appropriate enhance the historic environment	Lossidamage to listed buildings, monuments, historic parks, landscapes etc	Licence conditions (disposal of land) Licence exemptions to heritage railway operators							
	Litericiaminess Lossificarage to listed buildings, monuments, historic parks, landscapes etc Loss of commation areas Lossificarage to historic view lines	railway operators	1	1	1			1	
To reduce contributions to climate change	Greenhous gas entistions Energy use Renewable energy/tossil fuel use Ethiciency Garee dejetion		Environmental Information	Internal monitoring and targeting - SDAP 08-09 and targets		SDAP brgets 2008-2009, Climate change and energy efficiency	UC Deset Action Plan Nat Deset Dada Database Dada Database of Energy Elicitancy Conference/Protect Database of Energy Elicitancy Technologies for Reing Bock and Tain Operation of Ratheage EVXR/T) Novakingh Management for Dengy Elicitancy Enchrologies of Reinawa (EVXRPC Cold Tool) – database Database and energy Information day	Car-Sharing Platform, working groups: Standardsing Car Sharing Promoting Car Sharing Improving Cooperation between Public Transport and Car Sharing	FFA Fact Sheets
	Energy use Renevable energy/Tossil fuel use		Environmental Information Sheet - Ancraft Emissions-Fuel Dumping and Contrals march07 SPIG certification of aircraft - emissions			energy efficiency	Rail Diesel Study Railway Energy Efficiency Conference/Project	groups: Standardising Car Sharing	FPA Pact Sheets Participation in domestic forums covering a wide range o enformmental issues including Brownfield's, noise, invasive appecies, climate change and community headstark
	Efficiency Circne depletion		Contrails march07 SPG certification of aircraft -	Recent consultation on Instructions for Fixed CO2 Systems' related to fixed gas fine- extinguishing systems			Evaluation of Energy Efficiency Technologies for Rolling Stock and Train Operation of Ralways	Promoting Car Sharing Improving Cooperation between	invasive species, climate change and community iveability.
			emissions	Systems' related to fixed gas fine- extinguishing systems			EVENT) Knowledge Management for Energy-Efficiency	Public Transport and Car Sharing	
			2008: reduction of energy use in CAA offices				Technologies of Railways (EVENT COM Tool) - database		
			in CAA offices CAA offices CAA continue to punchase green electricity / improvement in green procurement				Railway and energy information day	Partner in European Mobility Week/car-free day	
			in green procurement						
To avoid, reduce and manage flood risk	Development in anexa at risk					Internal SDAP targets 08-09, water			
To avaid, reduce and manage flood risk. To provide for austalinable sources of water supply	Development in anexe at risk Water leskage Restractions Reduction in consumption				Work with the Environment Agency and the Drinking Water Inspectorate to ensure companies can meet environmental and dinking water quality standards Set price limits to ensure safe, reliable	Internal SDAP targets 08-09, water			
	Reduction in consumption				ensure companies can meet environmental and drinking water				
					quality standards Set price limits to ensure safe, reliable				
					Service				
					Subartised Standards Schweine (including cutamour compensation) Modelling of shared satir resources (avoing with ELA Last sub-groups waiter efficiency best practice Working with Water sates Working with Water sates Working with Water sates Character (addated in Include non- and household Instalance (ELS billion – draking (2 billion – draking usater quality)				
					Modeling of shared water resources (working with EA)				
					Member of the Water Saving Group Lead sub-group on water efficiency				
					best practice Working with Water wise				
					Sponsoring economic research category in EA 2006 Water Efficiency				
					Awards (widened to include non- and household initiatives				
					Ensured investment (£3.5 billion -				
					quality)				
			1	1	Ofwar's climate change policy statement, leakage	1		1	
			1	1	statement, leakage	1		1	
To minimise the production of waste	Waste raisings		1	Provision of waste management		Internal SDAP targets 08-09, waste	1	1	
	Wasie raisings Recycling Hozardous waste Use of aggregales Materials consumption		1	Provision of waste management guidence to ports Regulation of port waste management (plan approval) Guidence on charges for port axate reception Diemes projects research orgoing such as the development of a projectol for the treatment and disposal of oily waste in the UK		1		1	
	use or appregales Materials consumption		1	management (plan approval) Guidance on charges for port		1		1	
			1	waste reception Diverse projects research ongoing		1		1	
		1	1	such as the development of a projocol for the treatment work		1		1	
			1	disposal of oily waste in the UK		1		1	
To conserve soil resources and quality	one of polic to dealersment	The Stations Code (clause 14)							
	Loss of solls to development Conterminated land Conterminated land	The Stations Code (clause 14) Licence conditions (environmenta)	I	I	I	I	1	I	1
To encourage ausbained economic growth	Economic Competitiveness Dardscheite	Improving charges structure to provide incentives Published framework for investment Review of charges under PR2008	CAA Economic Regulation Group		Set price limits on companies to anonumous afficiencies	Ofgen statement on sustainable development (low carbon economy / technologies)		Transport economics working group	Intelligent Railroad Systems (Incl Impacts on efficiency, emissions, safety)
	Productvity Relative employment/growth (to other sectors) Research and development in technology	Published framework for investment			Approval of changing schemes	(ow carbon economy / sectrologies)		group	emissiona, aseey)
	Research and development in technology	Review of charges under PR2006	2008: General Aviation Consultative Committee (CAA and GA)		Set price limits on companies to encourage efficiencies Approval of changing achieves Approval of companies' codes of practice Incentive-based regulation Monitoring of company performance Averatin made to lop water company reporters Monitoring companies for cross- substitiv				
			and GA)		Incentive-based regulation Monitoring of company performance				
					Awards made to top water company reporters				
					Monitoring companies for cross- subside				
			1	1	Water supply licensing (market	1		1	
			1	1	regulation) Enforcement of Competition Act 1998	1		1	
					Sustainable Action Plan, Achieving a sustainable economy				
					Ofwat policy climate change statement, Innovation				
					Innovation Setting price limits for 2010-15: Framework and approach				
To reduce departies to economic performance	Reponsitical virtuines in partomenes Reduction in inequalities	Developing an economic enforcement policy	Costs and charges review Modifications to charges in						CREATE: Chougo Region Environmental and Transportabilito Rivigat
To relations allogoradius in economic performancia	Regional bool whaters in performance Preduction in Integraties Compressive code	Developing an economic enforcement policy Application of Competition Act Rebeling to Relativas	Costs and charges review Modifications to charges in faucur of ansiler operators						SPEATE: Chroage Teggor Entronmental and Transportation Project
To makana digata thei te accounts performance	Regionational exostense la partornance Reparation in Integratilies Comparative costs	Developing an economic enforcement policy application of Competition Act Relating to Relevance	Conta and charges review Modifications to charges in faceur of smaller operators						SPEAN: Choops Region Environmental and
To reduce disporting in accounts	Report for a coster in performance Relacion in respatilies Companies costs	Oneliging an economic enforcement policy and the second second second second second Robbing to Relaxy s	Costs and charges seview Modifications to charges in havour of analier operators						SRATE Glogo Ryan Environment and Theopotetics Project
To neluce deparities in economic performance	Reportical engine is performence Comparate costs	Developing an extramic enforciation (Address) and a second second second second Reading to Relayer	Costs and charges review Mattications to charges in favour of anster operators						198415 Circup Ryla Dorameti ed Despetato Ryla
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	Secondariant devices and a provide the second devices and a provide second devices and a second devices and a second devices a second devices				Rangenes kills for 2010-10. Prevensk kill general.				DRASE Cougo higos foramente est Tempotan fingen Tempotan fingen
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BS 8900 Comparison

BS 8900:2005 'Guidance for Managing Sustainable Development' has been developed by BSi British Standards to provide guidance on managing Sustainable Development (SD) to enhance organisational performance and effectiveness. The framework below is based on Section 4 of the standard: 'Putting Sustainable Development into Practice' which includes particular actions (highlighted in blue) against which benchmarking can be conducted.

Reference	Clause	Summary Description	ORR	CAA	MCA	OFWAT	OFGEM	UIC	UIPT	FRA
4.1	The Organisation		Health, Safety & Environmental Policy statement; Equality & Diversity Policy statement Sustainability Policy statement	Sustainable Development and Aviation Environmental Policy in place 2008: similar	Greening Operations - Local Action Plan		Ofgem statement on sustainable development /Ofgem Operations Environmental Policy Statement /SDAP targets		Making tomorrow today, mar ch 07 includes reporting	
4.2	The Issues									
4.2.1	General	Ongoing systematic stakeholder engagement is intrinsic to SD								
4.2.2	Stakeholder Identification	Defines and identifies stakeholders and their representative organisations, clarifying their interest and relationship with the organisation	Has defined stakeholders for consultation on SD							
4.2.3	Stakeholder Engagement	Engages with stakeholders to understand the social, economic and environmental impacts and risks of the organisation's activities	Is about to consult stakeholders on SD	Engages with staff 2008: same - involve staff to influence CAA"s work						
	Capability									
4.3.1	General	For the principles of SD to be put into practice, the organisation requires appropriate resources and a range of comptencies								
4.3.2	Resource Allocation	Allocates appropriate resources (financial, human and manufactured) to achieve the SD objectives		CAA Aviation Environmental co- ordination Group Environmental Information Sheet, Roles and Responsabilities - march07						
4.3.3	Competence Building	Identifies the learning and development needs (partic. SD) of employees; provides resources to develop competence; reviews existing learning and development programmes in line with SD	Has a training policy (not specifically in relation to SD)	Environmental awareness raising events for staff						

4.4	Management							
4.4.1	General	SD can be managed using various techniques, including introducing SD elements into existing management systems					1st International Conference on Corporate Management and Human Resources in Public Transport CorporateManage ment working body	
4.4.2	Assessing Risks and Opportunities	Undertakes an assessment which identifies impacts and issues, establishes their significance, and prioritises actions to maximise opportunities and minimise risks		Environmental Supplier Audits				FRA Environmental Impact Assessment
4.4.3	Identifying Performance Indicators	Identifies, defines effective ways to measure, and implements key indicators in relation to the SD objectives	Has indicators in relation to aspects of equality - KPIs set	Targets for energy, water, waste, paper, transport, purchasing				
4.4.4	Achieving Progress	Assigns responsibilities to manage performance against the SD objectives and indicators; integrates the objectives through inclusion in job responsibilities and personal objectives; manages performance equitably in relation to any other organisational objectives						
4.5	Review	organisational objectives						
4.5.1	General	SD should be integrated in performance review and reporting processes						
4.5.2	Review of Strategy	Reviews and updates the SD strategy at appropriate intervals, or following significant organisational change						
4.5.3	Operational Review	Assesses progress in relation to SD activities and reports internally and externally on indicators	Policy to monitor and report health and safety and environmental performance					FRA also conducts environmental reviews of pending actions.
4.5.4	Follow-up	Ensures that the findings of reviews are dealt with and implements the changes required for continual improvement						
4.6	Building Confidence	May establish processes for building confidence in the management of SD, including subjecting aspects of this to verification						

Source: BSi British Standards



SUSTAINABILITY BENCHMARKING

2. SUMMARY OF REGULATORS DUTIES

Regulator	Primary Regulatory Function	Environmental duties	Include in Benchmarking?
CAA	Regulates the charges paid by airlines at airports designated by the Government (currently Heathrow, Gatwick, Stansted and Manchester) and deals with complaints about the conduct of airports. Regulates air traffic control services.	Determining policy for the use of UK airspace so as to meet the needs of all users, having regard for national security, economic and environmental factors, while maintaining a high standard of safety.	Yes
Postcomm	Regulates the postal market, to ensure that licensed postal operations-including Royal Mail – meet the needs of their customers throughout the UK.	Postcomm have no regulatory environmental duties and there is no sustainability information available on their website.	No
Ofgem	Helping to secure Britain's energy supplies by promoting competitive gas and electricity markets - and regulating them so that there is adequate investment in the networks.	Contributing to the drive to curb climate change and other work aimed at sustainable development by, for example: Helping the gas and electricity industries to achieve environmental improvements as efficiently as possible; and Taking account of the needs of vulnerable customers, particularly older people, those with disabilities and those on low incomes.	Yes
Ofwat	Ofwat (The Water Services Regulation Authority) is the economic regulator of the water and sewerage companies in England and Wales. They ensure that companies provide household and business customers with a good quality service and value for money.	Ofwat make sure that water companies can meet the social, financial and environmental challenges of the future. Each company must deliver high quality services while causing as little damage as possible to the environment.	Yes
Ofcom	Ofcom is the regulator for the UK communications industries, with responsibilities across television, radio, telecommunications and wireless communications services. Ofcom's specific duties fall into the following areas: Ensuring the optimal use of the electro-magnetic spectrum Ensuring that a wide range of electronic communications services - including high speed data services - is available throughout the	Ofcom have no regulatory environmental duties and there is no obvious sustainability information available on their website.	No

	UK Ensuring a wide range of TV and radio services of high quality and wide appeal Maintaining plurality in the provision of broadcasting Applying adequate protection for audiences against offensive or harmful material Applying adequate protection for audiences against unfairness or the infringement of privacy.		
FSA	The FSA is an independent non-government body that regulates the financial services industry in the UK. The FSA's aim is to promote efficient, orderly and fair financial markets and help retail financial service consumers get a fair deal.	No regulator requirements; however has an organization they are committed to good environmental practice. The FSA aim to reduce their environmental impact and contribute to a healthier environment.	No
Pensions Regulator	Regulates the Work-Based Pension Schemes to ensure that: benefits of members are protected, there is good administration of the schemes and that claims for compensation from the Pension Protection Fund are reduced.	No regulator requirements. No sustainability/environmental pages on the website.	No
Office of Fair Trading	Is the UK's consumer and competition authority. It regulates markets to ensure that they work well for consumers and that customers have as much choice as possible across all different sectors of the marketplace.	The public has a right of access to environmental information held by public authorities and some other organizations. The Office of Fair Trading provides this information to the public upon request.	No
The Competition Commission	The CC helps ensure healthy competition between companies in the UK for the benefit of companies, customers and the economy.	—	No
Ofsted	Ofsted regulates the education sector to achieve excellence in the care of children and young people, and in education and skills for learners of all ages.	The government wants all schools to become sustainable schools by 2020 and there is a 'National Framework for Sustainable Schools'. Ofsted inspect schools to assess teaching about sustainability and progress towards the framework.	No