

## 4<sup>th</sup> RDG PR18 system operation working group

### Note of meeting held on 19 July 2016 at RDG's offices

**Attendees:** Garry White (Network Rail) (chair), Siobhan Carty (ORR), Fiona Dolman (Network Rail) (by phone), Peter Graham (Freightliner), Steve Price (RDG), Matthew Lutz (Network Rail), Richard McClean (Arriva), Chantal Pagram (Go-Ahead), Guy Woodroffe (RSSB) (by phone), Chris Peaker (Go Ahead)

**Apologies/not present:** Martin Baynham-Knight (Keolis), Bill Davidson (RDG), Graeme Hampshire (SWT), Jonathan Pugh (Network Rail), Nigel Jones (DBS), Tom Norris / Joanna Walker / Julie Pummell (Abellio), Dean Johnson (National Task Force)

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### Introduction

1. **This note summarises the main points of discussion at the meeting. It is not intended to represent the position of RDG or its individual members. It is provided for those not present and, potentially, as a way to help gather RDG's formal thoughts for feeding into responses/position papers.**
2. The purpose of the meeting was to discuss the key messages of RDG's response to ORR's system operation working papers (working papers 2 and 3).

### General points and actions from the last meeting

3. There were no comments on the minutes of the last meeting.

### Main points of discussion

4. A draft of the RDG response to the working papers had been provided for discussion.
5. Generally, the group agreed that that overall tone of the response should be positive and supportive. It should highlight the importance of system operation, as well as having a system operator that is a proactive 'centre of excellence' working across industry.
6. Regarding the key messages, the most significant comments include the following:
  - a. It is important that the system operator considers across the wider network, rather than just focusing on the parts of the network that is owned by Network Rail;

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- b. Network Rail routes play an important role in system operation, and it is important that this is recognised;
  - c. While the system operator serves the Network Rail routes, the framework should also recognise that it also serves operators directly (e.g. in producing a timetable);
  - d. There is a role for 'balanced scorecards' in capturing / reflecting the performance of the system operator;
  - e. There is an opportunity for the system operator to play a stronger / improved role in informing ORR and industry about the capacity of the network (e.g. available paths);
  - f. While there is support for the idea of a separate settlement for the system operator, it is important that ORR clarifies what functions it will consider under this settlement as soon as possible. It was agreed that this should be done by working closely with Network Rail; and
  - g. The regulatory outputs should be robust to Network Rail moving functions in/out of the system operator business unit (as business needs dictate), reflecting the fact that they should focus on outcomes, to the extent possible.
7. The group did not discuss all of the proposed drafting, but took an action to consider and follow-up with Network Rail on a bilateral basis if there were major comments. Some parties also volunteered to draft/refine existing drafting for certain sections.

### **Future meetings**

8. The date for the next system operation working group meeting is 16 August 2016. The purpose of this will be to discuss the near-final draft of the RDG response.