



# Tram safety conference – ORR expectations

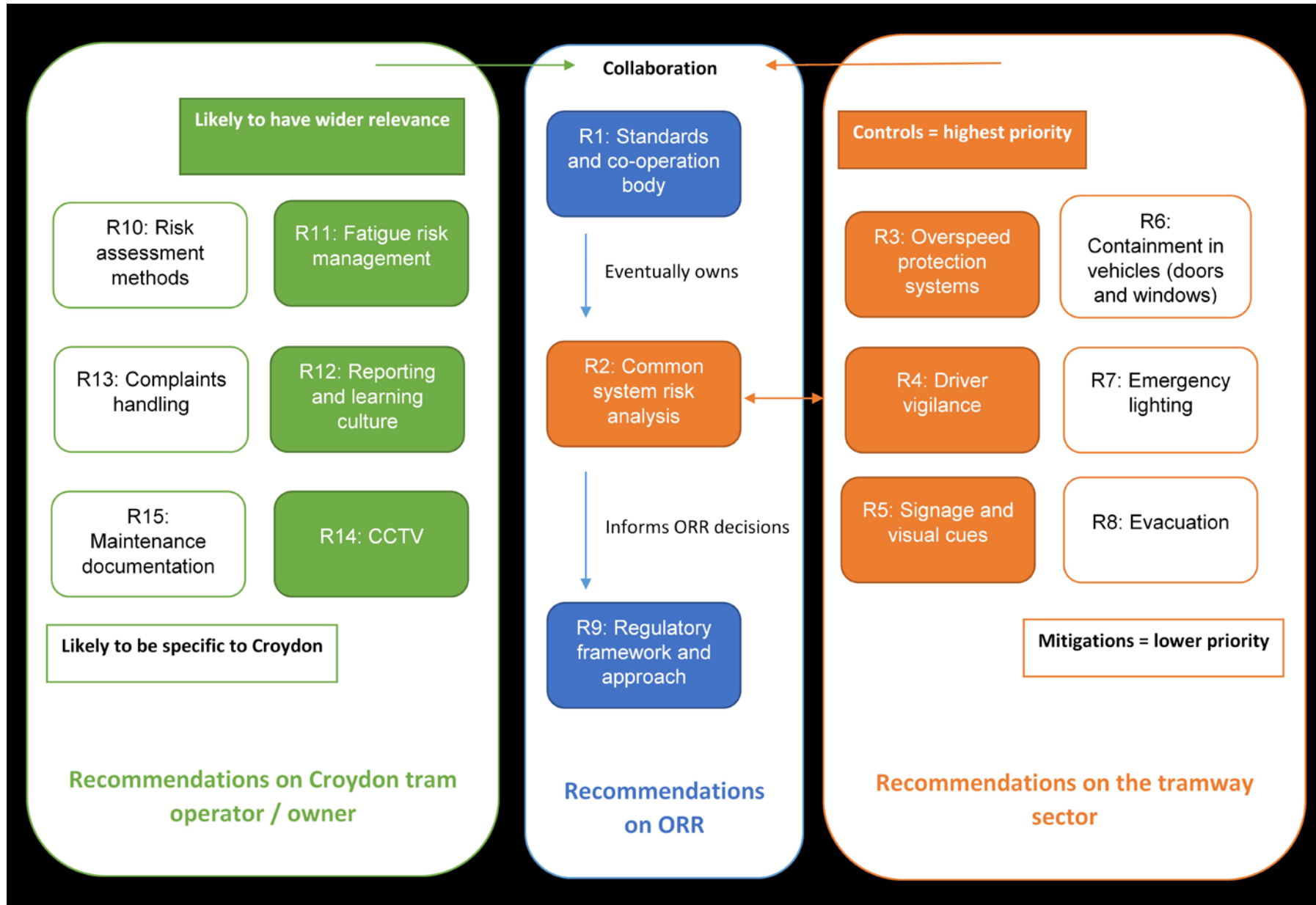
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Ian Prosser, HM Chief Inspector  
of Railways, ORR

# Why are we here?



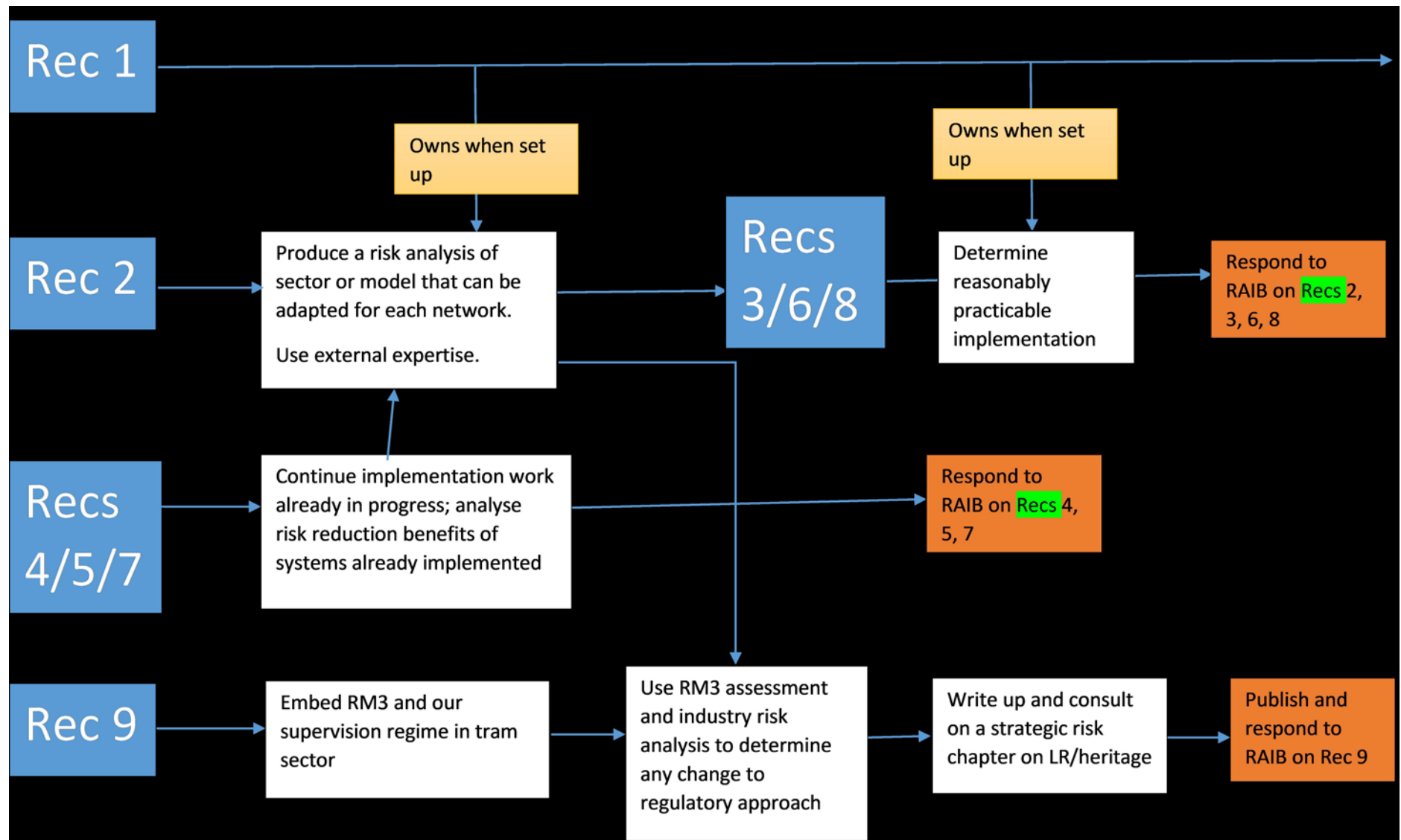
# RAIB recommendations



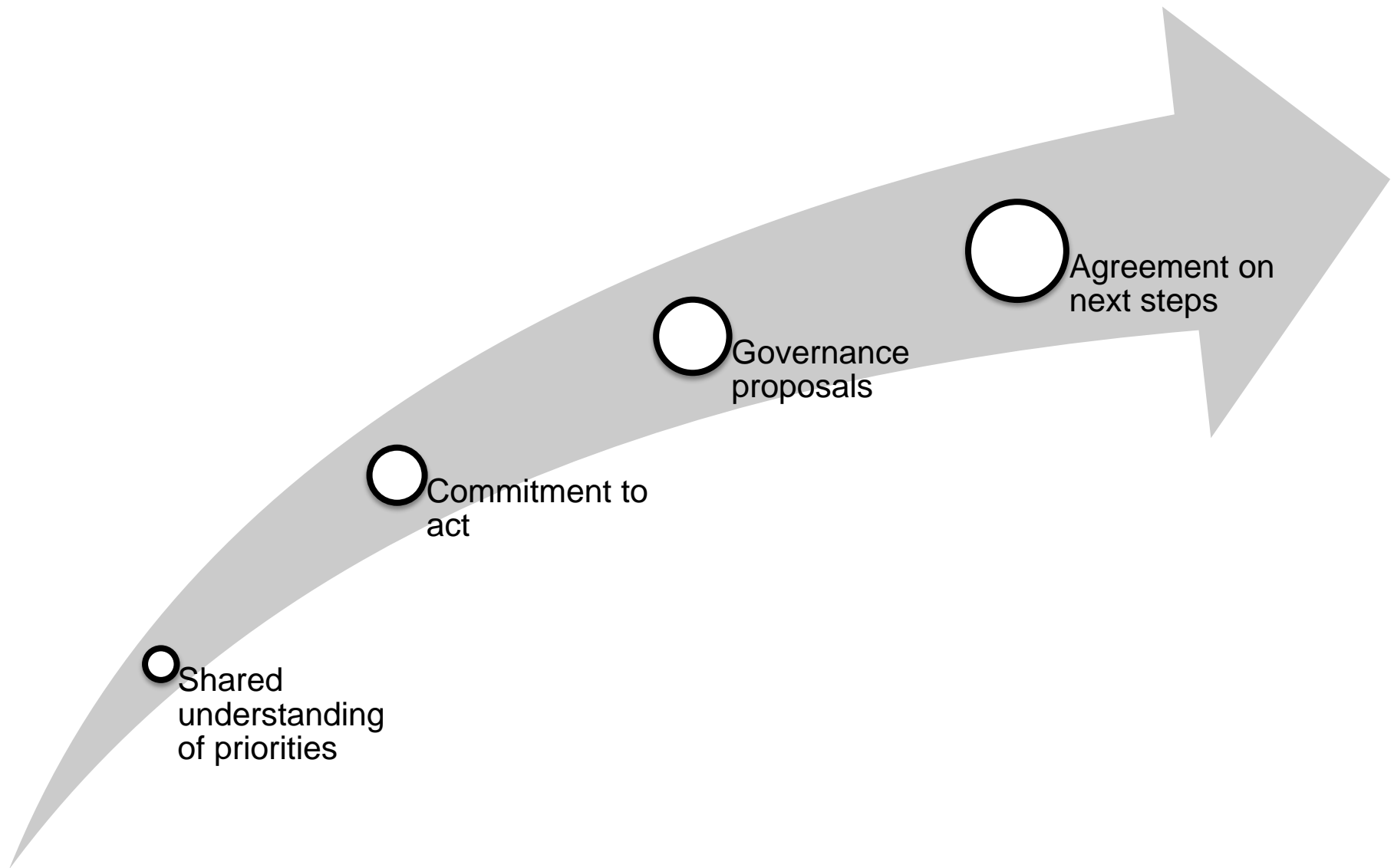
# ORR's objectives

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

# Proposed approach



# Aspiration for today





# Safety body for trams – ORR view

Martin Jones, Head of Railway  
Safety Policy, ORR

# Rec 1: Standards and co-operation

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



# ORR's role

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

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

ORR has no fixed view or "favoured option"

# Key principles

## Ownership

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

## Consensus

- Outcome must be broadly supported by tram owners and operators

## Participation

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

## Funding

- Should be funded at least in part by the industry

## Expertise

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

## Legal change

- Only necessary if the above cannot be achieved voluntarily



# Regulatory approach - options

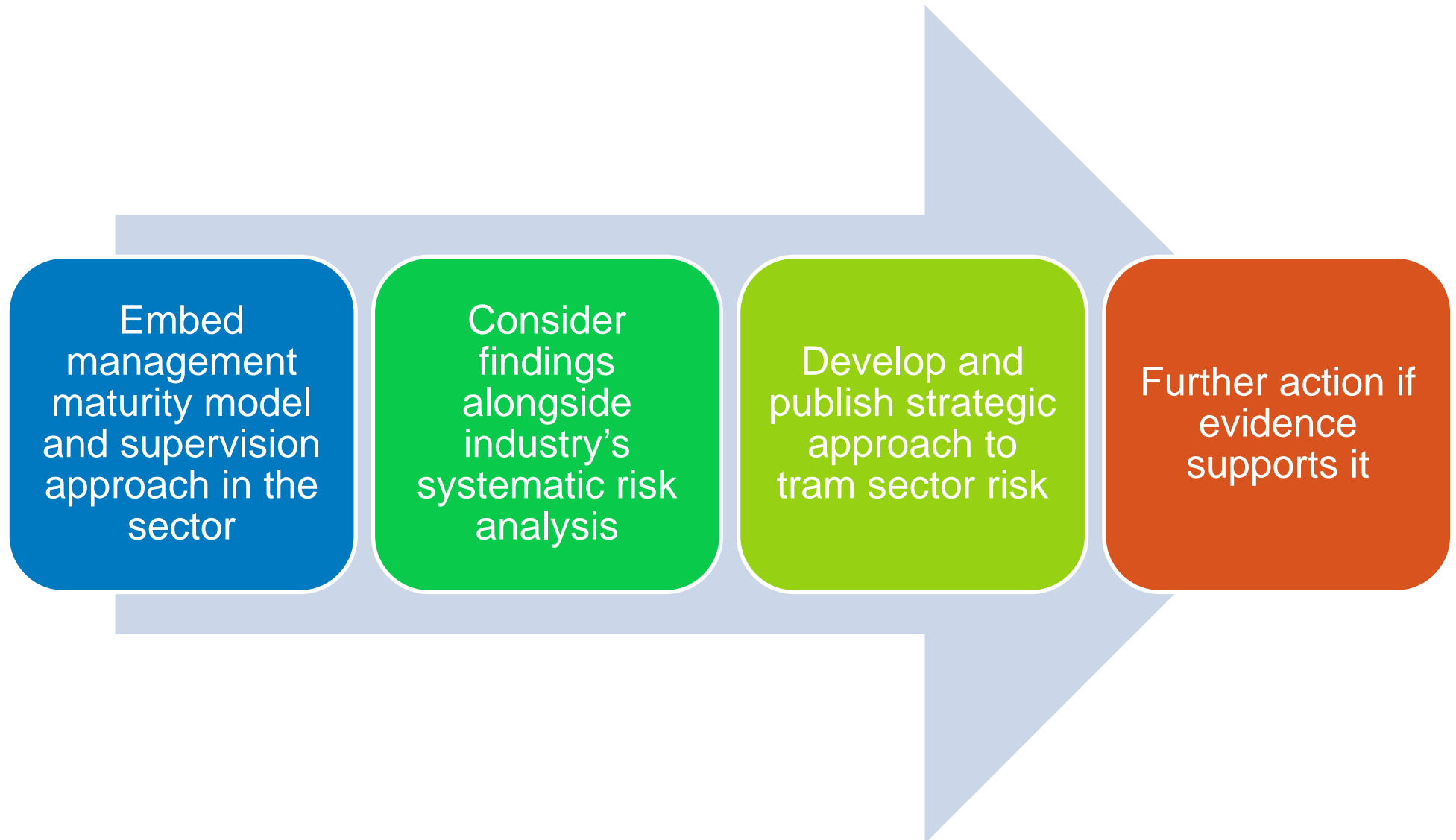
Implementing  
recommendation 9

Martin Jones, Head of Safety  
Policy, ORR

# Rec 9: Regulation and supervision

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

# Next steps





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Thank you.