Cooperation between RSSB and RTIG: Memorandum of Understanding

About RSSB

RSSB is the Rail Safety and Standards Board.

- ***Role***. RSSB provides support and facilitation for a wide range of cross-industry activities for the railway system in Great Britain ("GB Rail").

- ***Status***. RSSB is a not-for-profit company owned and funded by major stakeholders in the railway industry, but is independent of any one party.

- ***Activities***. RSSB's activities include the development and support of GB Rail standards (including international links); the planning, management and delivery of whole-industry R&D programmes for GB Rail; providing a national centre of expertise and technical advice for the GB Rail industry; and facilitating the exchange of experience to deliver network-wide improvements. Many of RSSB's activities relate to rail safety.

- ***Structure***. RSSB has 60 Members, in six categories of membership which represent the main stakeholders in GB Rail: Network Rail, passenger and train Operating Companies, rolling stock companies, maintenance contractors and suppliers. Each member category is represented on the RSSB Board. RSSB has around 250 staff, including experts in a wide range of technical disciplines and other professionals such as project managers, meeting facilitators and support staff.

- ***Funding***. RSSB is funded by levies on its members and grants for research from the Department for Transport. Its total annual income and expenditure are in the region of £30M (year ended March 2012).

About RTIG

RTIG is the Real Time Information Group.

- ***Role***. RTIG seeks to establish, support and promulgate good practice in the use of information and communications technology ("ICT") in public transport.

- ***Status***. RTIG is a community group supported for a publicly-owned not-for-profit company. It has a Constitution which require its independence and impartiality.

- ***Activities***. RTIG's activities include the development and support of public transport ICT standards and specifications (including international links); the development of good practice guidance on operating ICTs in public transport;

and facilitating the exchange of experience among stakeholders; and representing the interests of the industry as a whole.

- ***Structure***. RTIG has around 80 Members, in four categories of membership which represent the main stakeholders in public transport ICT: local authorities, public transport operators, consultants and system suppliers. Each member category is represented on annually-elected Management Committee. RTIG has no staff, and operates through a multi-purpose management service contract.

- ***Funding***. RTIG is funded principally by member subscription and grant from the Department for Transport. It has also received income from projects undertaken for DfT and RSSB, and from commercial events. Its total annual income and expenditure are in the region of £200k (year ended March 2012).

Why we need to cooperate

As established, independent community bodies, RSSB and RTIG share a general set of values, viz to deliver evidence-based improvements to UK plc through impartial guidance and standards. The specific reasons for collaboration are as follows:

- ***Overlapping interests***. RSSB operates on a broader scale than RTIG, and RTIG's principal historical work has been in the bus sector. However the two organisations overlap in the use of information technology in and around the GB Rail network. It is essential that RSSB and RTIG cooperate to avoid duplication of effort, and especially to avoid providing conflicting advice.

- ***Value for money***. Both RSSB have a duty to provide value for money for their funders. We therefore need to explore how our delivery programmes might be made more efficient by working with each other.

- ***End-to-end journeys***. Public transport, especially rail, rarely provides the whole of a person's journey. In particular, both RSSB and RTIG wish to explore how passengers can be helped to complete the whole of their journey. This includes understanding how the integration of public transport services can be improved through shared information, ticketing and other ICT-based functions.

- ***Access to expertise***. Because of their different remits, RSSB and RTIG have access to different knowledge and skillsets. We recognise that there will be circumstances in which we can benefit from access to the capabilities provided by each other.

When we will need to cooperate

RSSB and RTIG operate within the prevailing legal and cultural context. Cooperation is likely to be relevant when:

- There is a policy imperative for joint or coordinated action (for example, in order to achieve modal shift onto public transport, or in support of European directives on real time public transport information).

- Their strategic frameworks imply a need to joint or coordinated action (for example, through the integrated information management aspects of the Rail Technical Strategy).

- There is a tactical opportunity to improve projects through working together (for example, through working together on standards for vehicle-to-centre communications).

- There is a call from members to cooperate on a specific task.

- Either body perceives a benefit to a project through the involvement of the other.

How we intend to cooperate

The nature of cooperation will depend on the specific context but the following approaches will be considered wherever a requirement for cooperation is agreed:

- Ad hoc participation in each other's activities (for example, providing a presentation on a relevant topic at a meeting or event held by the other).

- Joint sponsorship of a specific activity (for example, the Bus-Rail Technology Alignment Group BRTAG).

- Joint participation on activities with external funding (for example, by the European Commission or Technology Strategy Board)

- Project-based participation in each other's activities (for example, the support provided recently by RTIG into RSSB's Project T964, "Mobile Broadband").

The mechanisms we will establish and operate

Recognising that the scale and scope of RSSB's and RTIG's work is very different, we will:

- When planning our activities, seek views from each other where there is likely to be common interest, and where the other may have views, reports from existing work, or plans to undertake similar work.

- Establish a framework contract which enables RSSB to call upon support from RTIG, where the nature of the support justifies a commercial relationship.

- Keep open a channel of communication so that opportunities for cooperation can be raised and addressed as and when they arise.

General

In cooperating, RSSB and RTIG will at all times maintain a high standards or professional behaviour, including:

- Being courteous and respectful to each other, and to each other's members and associates.
- Communicating in a constructive and timely fashion as far as practical.
- Maintaining the confidentiality of any information about each other's plans, policies, and operations.

Authority

The JCG operates by consensus and persuasion: it has no independent decision making authority over its members. Decision making within the JCG is therefore limited to the JCG's own conduct, communications, etc.

Signed:

Signature:		*Signature:*	
Name:	*ANSON JACK*	*Name:*	*MARK CARTWRIGHT*
Position:	*Deputy CEO*	*Position:*	*Managing Director*
Date:	*29/8/2013*	*Date:*	*2/9/2013*

Schedule

Date

This Schedule describes specific planned areas of cooperation between RSSB and RTIG.

Inclusion in this list does not imply any specific level of cooperation, or period during which cooperation may be appropriate.

Activities

Review and support to the development of ICT aspects of the Rail Technical Strategy.

Support for the development of the GB Rail Connected Services Framework for information management, including support for the Future Communications and Positioning Systems Advisory Group.

Joint operation of the Bus Rail Technology Alignment Group and the tasks it oversees, including:

- Support for the development of the Mobile Communications Gateway specification for use within GB Rail.
- Support in delivering the UK contributions to IEC, in particular within the two working groups WG43 and WG46.

General communication and ad hoc advice.