

Rule book management in a harmonised railway settlement



TRAFIKVERKET



INTERNATIONAL
RAILWAY SAFETY COUNCIL

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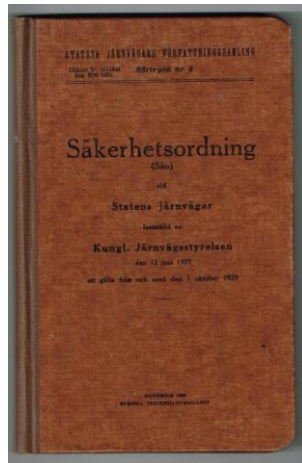
Background

- Sweden is one of the largest countries in Europe
- The railway have been deregulated since 1988
- One large IM (Trafikverket), 5 smaller, and 100:s of really small IM:s
- Sweden have about 16 500 track kilometers. Trafikverket is the IM for aprox 14100 of those track kilometers
- For 2016 47 train companies applied for 1.5 million trains. The plan also includes 1900 pre planned track works.



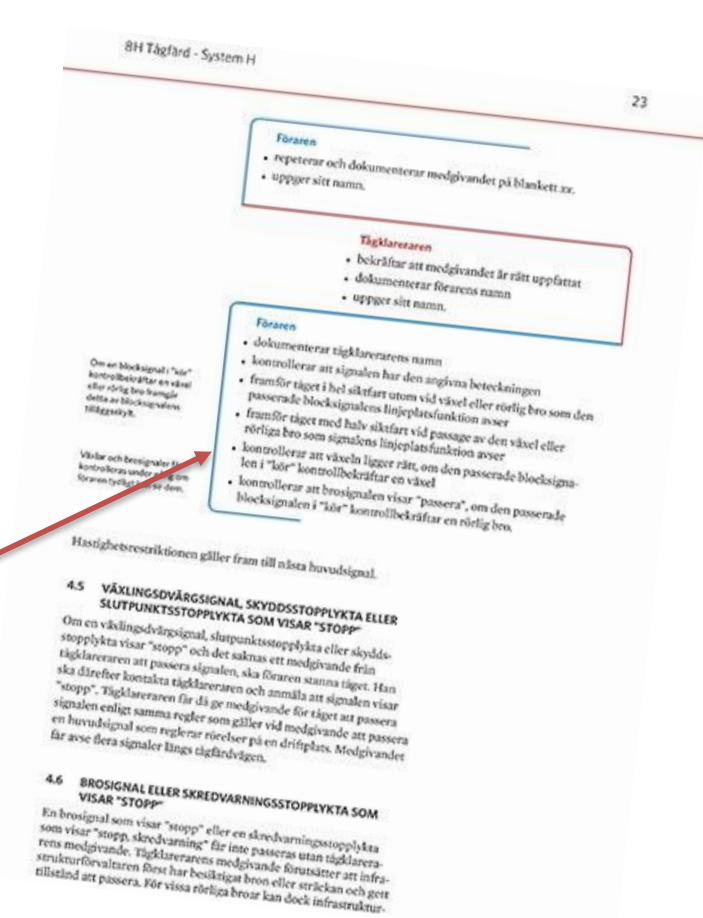
The rule book

- First Swedish rule book in the 1870:s
- SJ (Statens Järnvägar - State Railway) was responsible until 1996
- The Transport Administration was responsible from 1996 until 2009
- In 2009 the NSA published JTF - a new national rule book



The "new" rule book of 2009

- Based on modules, *that are*
- Based on purpose or activities, *that are*
- Based on a process
 - Introduction
 - Plan
 - Set up
 - Execute
 - Close
 - Specific cases
- "The snakes"
 - Specifies the dialogue



The NSA will no longer publish the rule book as national rules

- Announced in the autumn of 2014
- Analysis and identifying to be able to specify
 - Scope and purpose
 - Current management
 - Experience from other sectors and countries
 - Ambition and goals
 - Possible forms of organization

Solution

- Trafikverket issues the rules for the state-owned railway
- Where it previous was a law, it is now a part of the contracts between Trafikverket and the various RU:s
- The first set of rules is exactly the same as the ones issued by the NSA
- The other main IM:s are using Trafikverkets Rule Book as a foundation for their own rules, deviating only when and if its absolutely necessary.

The establishment of a “Advisory Board”

- A “Rule Board” has been established, consisting of representatives from Trafikverket, the Association of Train Operating Companies (BTO) and the Swedish Association of Railway Contractors (FSJ)
- The task is to contribute in the development of the rules by:
 - Prioritize among the different requests for change(RFC) that arises
 - Initiate strategic development that is not driven from “ground floor”
 - Allocate resources in to working groups
- It is a “advisory” board – the decision is still owned by Trafikverket
- Responds to the need for a strong and close relationship with those who "obey" the rules and whose business is affected

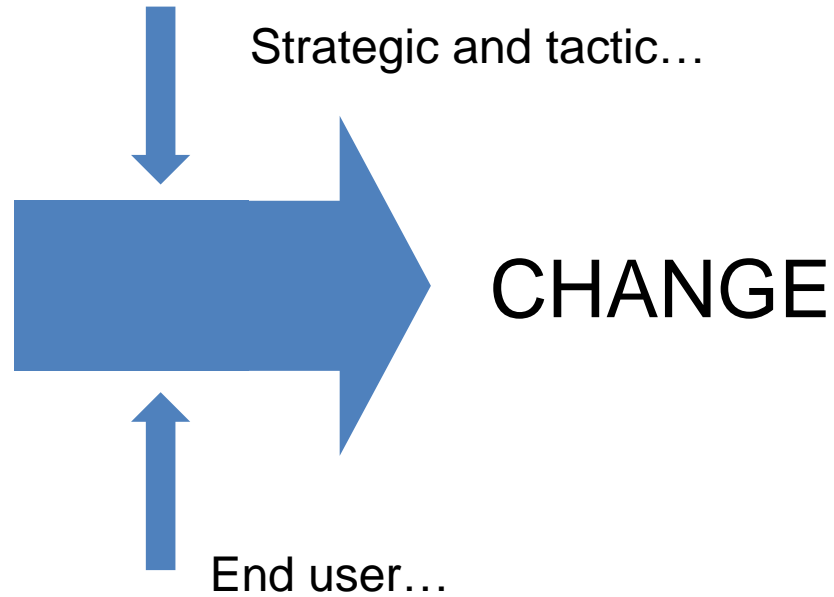
Change process

- A suggested change of the rules may be submitted by a safety manager of a company or by Trafikverket. Its done by filling out a specified form.
- The request for change is discussed and analysed by the Advisory Board
 - “Bad idea”
 - “Good idea”, but maybe not now
 - “Good idea”, lets investigate that in further detail
- Forming working groups with experts form the different organisations
- Proposal
- Consultation
- Decision
- Implementation
- Evaluation

Annual plan

- Accident investigations and risk analyses
 - see if any trend shows a need to change the rules
- Adaption to changes in the system
- Adaption to changes in processes
- The ongoing development of a harmonized set of rules within the European Union
- Result forms a base for the strategic development during the year

Two drivers for change...



Experiences so far

- The transformation from NSA to the new form has been without negative consequences
- The collaboration is going well
- A bit too optimistic. Rule book management takes time and the processes and time needed for change should not be underestimated
- So far so good
- Continuous and honest evaluation of organisation and processes is vital
- We will soon come to a critical phase, we need to hold on to the model that we have designed....

Main challenges for the future

- Adjustment of the rules parallel to the development of TSI OPE
- Competence and resources
 - The regrowth in safety and regulatory knowledgeable staff have not been the best

Thank you!

