

ANNEX 2**DRAFT LINES TO TAKE**

1 HSC welcomes the industry's progress on ERTMS and, in particular, with the Cambrian project. HSC also welcome the cross industry progress with the implementation of TPWS and TPWS+ and the other measures described in this report which have achieved significant reductions in ATP preventable risk on the GB rail network.

2 HSC recognises that the implementation of ERTMS across the network is not just about safety and that a sensible and realistic business case needs to support such a major investment on the network. HSC is however concerned that the two alternative plans for the rollout of ERTMS (referred to as 'natural' and 'accelerated natural'), particularly on high speed lines, involve dates substantially later than those anticipated in earlier industry proposals.

3 HSC also recognises that the residual ATP preventable risk, estimated at 1 equivalent fatality a year, is small. This is because TPWS and TPWS+ and other measures are proving very successful in mitigating the risk. However, the residual risk of a major ATP preventable collision occurring, pending provision of ERTMS or a similar level of ATP protection, remains important.

4 The onus is on the industry, and in particular, Network Rail under the new governance arrangements of the work, to demonstrate how it can effectively manage this small but important residual ATP preventable risk, and to exercise the necessary commitment and leadership in driving the ERTMS work forward. These management arrangements will need to address all other relevant issues including the implications of any proposals to extend TPWS life beyond 2015.

5 The NEP team will brief the Chair and Margaret Burns before the Commission meeting in July. Following this discussion and further consideration, HSC will decide whether it needs to amend its 2003 advice to Ministers (<http://www.hse.gov.uk/press/2003/c03004.htm>).