

[Press release: Rwandan Presidential elections](#)

The people of Rwanda participated peacefully and in great numbers in last week's Presidential election, with a result which reflected the will of most Rwandans.

However, international observers, including from the UK, noted problems on polling day, though this followed a more open campaign than in previous elections. I hope that Rwanda will continue to improve its electoral system in advance of the 2018 parliamentary elections.

As a close and long-standing partner of Rwanda for many years, the UK looks forward to working with President Kagame on our shared priorities of development, peacekeeping, trade and the future of the Commonwealth.

[News story: Ministerial appointment to the Biometrics and Forensics Ethics Group](#)

The Biometrics and Forensics Ethics Group (BFEG) was established in 2017. The group's remit builds and expands upon that of its predecessor body the National DNA Database (NDNAD) Ethics Group (EG).

The BFEG will provide ministers and the Home Office with impartial, independent, balanced and objective ethical advice on all aspects of biometrics and forensics which fall within the purview of the Home Office. Advice will include, for example, consideration of the ethical implications of the exploitation of new and more rapid automated biometric and forensic technologies and their role in expediting the conviction of criminals whilst protecting the privacy rights of individuals and maintaining public confidence.

We are looking to recruit members from a variety of professions, including genetics, forensic science, biometric data, data protection, the police, social science, political science, medical science and law.

If you are interested applying for a position on the BFEG, further information can be found on [Centre for Public Appointments](#) website. The application deadline is Sunday 20 August.

News story: New Insolvency Service board members named

Three non-executive directors have been appointed to the Board of Insolvency Service.

Richard Oirschot, Mary Chapman and William Trower QC have joined the Board which is responsible for the strategic leadership of the agency.

Insolvency Service chairman Steve Allinson said:

I am very pleased to welcome Richard, Mary and William to our Board. They each bring particular skills that will be very valuable to us as we work with our excellent senior executive team of the Insolvency Service to develop the strategy for the agency over the coming years. They join the Board at a time when our work continues to be very important for the economic well being of the country .

- Richard Oirschot is an experienced board director with a background in corporate recovery. He is a member of the Institute for Turnaround and is a licenced insolvency practitioner.
- Mary Chapman has held many private, non-profit and public sector governance positions including as chief executive of the Chartered Management Institute, director of the Royal Mint and is currently a Trustee of the Archbishops' Council of the Church of England.
- William Trower QC has a financial and commercial practice which includes insolvency and corporate restructuring. He sits as a Deputy High Court Judge (Chancery Division) and was a member of the Insolvency Rules Committee between 2000 and 2011.

Board members are appointed initially for three year terms. The newly appointed directors replace Dame Elizabeth Neville, Tracey Bleakley and David Ereira who have now completed their service on the Board.

Press release: Report 11/2017: Derailment and subsequent collision at

Watford

Summary

Just before 07:00 hrs on Friday 16 September 2016, a London-bound passenger train operated by London Midland struck a landslip at the entrance to Watford slow lines tunnel. The leading coach of the 8-car train derailed to the right. The train came to a halt in the tunnel about 28 seconds later with the leading coach partly obstructing the opposite track. About nine seconds later, the derailed train was struck by a passenger train travelling in the opposite direction. The driver of the second train had already received a radio warning and had applied the brake, reducing the speed of impact. Both trains were damaged, but there were no serious injuries to passengers or crew. However, had the first train been derailed only a short distance further to the right the consequences would have been much more severe.

The landslip occurred during a period of exceptionally wet weather. Water from adjacent land flowed into the cutting close to the tunnel portal and caused soil and rock to wash onto the track. The site had not been identified by Network Rail as being at risk of a flooding-induced landslip. Such a landslip had occurred at the same location in 1940, also causing a derailment. Drawings from the 1940s relating to a structure subsequently constructed to repair the slope were held in a Network Rail archive, but were not available to either Network Rail's asset management team or the designers of a slope protection project which was ongoing at this location at the time of the accident. As a consequence, this project made no provision for drainage.

Both trains were crewed by a driver and a guard. The drivers each contacted the signaller to inform him of the accident and request the evacuation of passengers. The guards checked on their passengers to confirm that there were no casualties, and made regular announcements to keep passengers informed.

Recommendations

The RAIB has made six recommendations. Four recommendations are addressed to Network Rail relating to the improvement of drainage, improvement in the identification of locations vulnerable to washout, access by the emergency services, and to expedite a project intended to identify all drainage assets. One recommendation is made to the Rail Delivery Group, in conjunction with RSSB, to promote a review of the circumstances when bogie or infrastructure design could provide derailment mitigation. One recommendation is made to Siemens, the manufacturer and maintainer of the trains, to address issues relating to the securing and location of emergency equipment which came loose in the driving cabs of both trains when they collided.

The RAIB has also identified three learning points relating to issues identified during the investigation.

Simon French, Chief Inspector of Rail Accidents said:

The collision of a passenger train with a derailed train in Watford tunnel on the morning of 16 September last year serves as a reminder of why everyone in the railway industry continues to work so hard to manage risk – the collision of two trains in a tunnel is a scenario we all hoped never to witness.

The derailment of the 06:19 service from Milton Keynes could so easily have led to a catastrophic sequence of events were it not for two notable factors. The first was the sheer professionalism of the driver who, within moments of becoming derailed, had the presence of mind to apply the brake and then transmit an emergency message using the train's 'GSM-R' radio. His actions alerted the driver of a train approaching in the opposite direction who immediately applied the brake. As a consequence, the northbound train had reduced speed from 79 to 34 mph before striking the derailed train a glancing blow. This reduction in speed may well have made a big difference to the eventual outcome.

The second mitigating factor was the slotting of one rail of the track in the gap between a gearbox and a traction motor on three of the axles, so preventing the derailed train deviating any further into the path of the approaching train. This unintended consequence of the train's design probably made the difference between a glancing blow and something closer to a head-on collision.

We've seen this before – RAIB has previously observed trains staying in line following a derailment due to the configuration of bogie mounted equipment. Examples in the UK include derailments at Moy in 2005, Duncraig in 2007, Ardnarff in 2008, Barrow upon Soar in 2008 and Clarborough tunnel in 2010. International examples include the derailment of a Japanese Shinkansen at 204 km/h following an earthquake in 2004 (all Shinkansen trains were subsequently fitted with guide brackets to enhance the chance of effective guidance following a derailment) and a 270 km/h derailment of a high speed train in Taiwan in 2010. I am also aware that certain high speed lines, such as HS1, already have infrastructure features designed to reduce the likelihood of secondary collision in a double track tunnel.

We continue to urge the rail industry to carry out research into design features that may limit deviation of the bogies from the track during derailment, and to think about ways that such features can be specified in future builds of trains. Modern passenger trains have tended to perform well when derailed, and this is often due to guidance provided by elements of bogie mounted equipment – it would be regrettable if future opportunities to enhance this feature of train design were missed, or if such features were inadvertently designed out. There is also a need to think through how the infrastructure can be adapted to help guide derailed trains

at high risk locations.

I recognise that there is a shortage of authoritative data on the dynamics of high speed derailment. However, useful research has already been undertaken in Sweden and Japan which the UK rail industry can learn from. I hope that the issue of post-derailment guidance is to be taken seriously in the future given the prospect of more trains on our existing network and even higher speeds on new infrastructure such as HS2.

For those involved, the aftermath of the collision must have been a difficult and distressing experience. The process of checking for injuries, reassuring passengers and then keeping them informed of progress with plans for evacuation required the railway staff on-board to remain calm and focused –which they did.

Although the staff on board the train responded well in this instance, some of our previous investigations have revealed a different story. I therefore urge train operating companies to consider their readiness to deal with unexpected events of this type –of particular importance are the arrangements to provide support and assistance to those on the train, especially when remote from a staffed station. Furthermore, the robustness of emergency plans should be evaluated by means of realistic training exercises and simulations.

Lastly, the landslip that caused the derailment occurred at a location that had not been identified as being at high risk (the previous landslip event at this location had occurred during the Second World War). Extreme weather events may cause earthwork failures anywhere on the network, and existing methods of assessing risk may never be a totally reliable method of predicting when and where they will occur. This leads me to conclude that more needs to be done to ensure that the fundamental cause of so many earthwork failures, poor drainage, is properly addressed. – hence our recommendation in this area.

Notes to editors

1. The sole purpose of RAIB investigations is to prevent future accidents and incidents and improve railway safety. RAIB does not establish blame, liability or carry out prosecutions.
2. RAIB operates, as far as possible, in an open and transparent manner. While our investigations are completely independent of the railway industry, we do maintain close liaison with railway companies and if we discover matters that may affect the safety of the railway, we make sure that information about them is circulated to the right people as soon as possible, and certainly long before publication of our final report.
3. For media enquiries, please call 01932 440015.

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[News story: More seats for rail passengers as nearly £1 billion is invested in Midlands services](#)

Rail passengers will get new longer trains with more seats and more space as nearly £1 billion is invested in services on the West Midlands network.

There will be 400 new carriages rolled out by 2021 and space for an extra 85,000 passengers on rush hour services in Birmingham and London, with the longer trains providing extra seats and space for passengers.

Under the deal with West Midlands Trains Ltd (a joint venture between Abellio, East Japan Railway Company and Mitsui & Co Ltd) to run the West Midlands franchise, passengers will get:

- free wifi on all main line services by the end of 2019
- for the first time compensation if services are delayed by more than 15 minutes
- improved access for those requiring extra assistance, including disabled people

Smart ticketing and live passenger information will also be rolled out under the deal, as part of a package of reforms that will improve journeys for passengers.

The franchise covers services across the West Midlands, as well as trains from London Euston to Crewe and from Liverpool to Birmingham.

[West Midlands video](#)

Transport Secretary Chris Grayling said:

This is great news for passengers using West Midlands services – with new trains, more space, more regular services and easier

access for disabled people.

We are improving the whole travelling experience with live train crowding information, compensation for people delayed by 15 minutes or more, smart ticketing and better value tickets for part-time workers.

This shows we are delivering on our commitment to build a railway that works for everyone.

Dominic Booth, Managing Director of Abellio UK, said:

We are delighted to have been announced as preferred bidder for the West Midlands franchise, driving growth in one of the most exciting regions in the country. We will be investing nearly £1 billion into the network, delivering new trains, better stations and a whole host of other benefits for passengers.

The trains running only in the West Midlands area will be jointly managed by the Department for Transport and West Midlands Rail (WMR), a consortium of 16 local councils.

Andy Street, Mayor of the West Midlands, said:

We want to see a new golden era for our local trains and today's announcement is an important step towards that.

Having the ability to use our local knowledge and understanding to shape what West Midlands Trains will deliver for passengers under this franchise has also been a game changer.

I believe the deal secured today will help create a railway that can not only improve people's journeys but keep our economy growing and we look forward to working with West Midlands Trains in making that happen.

There will be 20,000 extra seats for rush hour passengers in Birmingham, and 10,000 for people in London.

On top of this, there will be standing room for 50,000 passengers in Birmingham in metro-style carriages, similar to the ones used on the London Overground, for short cross-city journeys, and standing room for an

additional 5,000 passengers in London.

The new franchise will see closer partnership working between track and train – delivering the Secretary of State’s vision for the network. The West Midlands network of trains and infrastructure will be run by a local team of people with a commitment to the smooth operation of their routes, improving services and performance.

Other key benefits for passengers under the franchise deal include:

- plans to limit the impact of delays caused by leaves on the line in the autumn, including through the introduction of new modern trains
- an extension of smart ticketing in the West Midlands making this available at more stations, and a new smart card season ticket for people using the Northampton to Euston line
- more than 800 new digital information screens across 150 stations providing real time journey information, plus a new mobile service that gives live crowding information to help passengers plan ahead
- passengers will also be entitled to 25% compensation if their train is delayed by 15 minutes for the first time – they already receive 50% of their money back for delays of half an hour and full compensation if it is more than an hour
- more than £70 million invested in new and existing depots to improve train reliability
- more than £60 million invested on station improvements which will deliver:
 - over 1,000 new car park spaces
 - over 2,500 cycle parking spaces
 - a cycle hire scheme
 - new and refurbished waiting rooms
 - more seats at stations

As well as feasibility studies for the development of new stations in the West Midlands.

The new contract will start in December and last until March 2026.

West Midlands

There will be more than 180 new train carriages for the West Midlands, creating more space for people.

This includes investment in 100 new carriages on the Cross City line and 80 new carriages for the Snow Hill line, offering longer and more spacious services.

The carriages for the Cross City line will offer metro-style services with increased space to carry more passengers, and wider doors for quicker access.

Other benefits for passengers include:

- more trains between Birmingham and Shrewsbury with 2 services per hour from December 2018
- a regular 2 trains per hour service between Birmingham and Rugeley via the Chase Line from December 2018
- a new direct hourly service between Birmingham and Stoke-on-Trent from December 2018 providing much needed additional capacity on this busy route
- an extension of Cross City line services from Longbridge to Bromsgrove
- a new hourly shuttle between Leamington Spa and Coventry serving the new station at Kenilworth.
- two morning and two evening rush hour direct services between Walsall and London from December 2018, helping to unlock economic growth in the region
- more Sunday services on the Cross City line with the number of trains per hour between Longbridge and Birmingham doubling from 2 per hour to 4 in December 2018, and then increasing to 6 in May 2021
- increased Sunday services on the Snow Hill line with the number of trains per hour between Snow Hill and Stourbridge Junction increasing from 2 to 6
- a new Sunday service between Birmingham and Shrewsbury from December 2018, and a second train per hour introduced in May 2021

London

Passengers on London services will benefit from 225 brand new carriages, with all other carriages being completely refurbished.

People travelling between Northampton and Euston and on the Abbey Line between St Albans Abbey and Watford Junction will be able to pay for their travel with a smart card for the first time.

In other improvements:

- more space for passengers will be rolled out on the Marston Vale line with earlier and later services between Bedford and Bletchley and a new hourly Sunday service from May 2021 for the first time
- modern trains for the Abbey line and improvements to Sunday services from May 2021 which will provide a similar level of service to that provided on a Saturday
- mobile phone and laptop chargepoints on all London services by May 2021
- more Sunday trains on the line from Euston to Northampton, with up to 4 services an hour running between Euston and Milton Keynes by May 2021

North-west

New trains will be arriving in the north-west on the Liverpool to Birmingham line, which passes through Crewe and Winsford. These are longer and have more seats for passengers than the existing trains.

A later last train from Liverpool to Birmingham on a Saturday, departing at least 45 minutes later.

Enhanced Sunday services between Birmingham and Liverpool from December 2021 increasing from one train per hour to 2 trains per hour.

A new Sunday service for Acton Bridge from May 2021.