

Session 2: Challenges facing Network Rail in increasing capacity & meeting the needs of the customer

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UK Rail summit

transporttimes

ABOUT EAMS GROUP



Who we are

- Specialist Enterprise Asset & Safety Management consultancy
- Strategy – Transformation & Change – Solution Delivery
- Combined Engineering, Technology, Asset Management

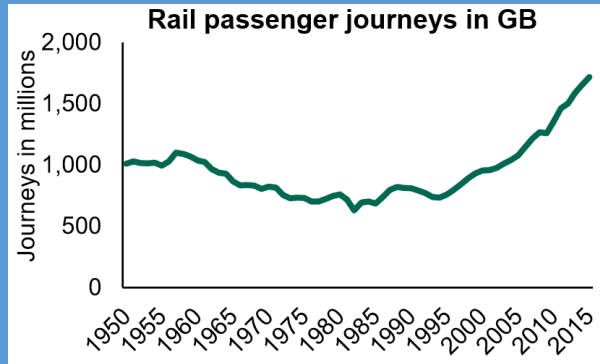
What we have enabled

- 15-20% OpEx reduction
- 20%+ increase in reliability
- 7 fold increase in safety
- Real Time compliance
- Digital Enterprise integration & transformation
- Customer delight

EAMS Group enable the transformation of your organisation through Digital Enterprise Asset and Safety Management. Providing your journey to world class performance across the entire asset lifecycle.



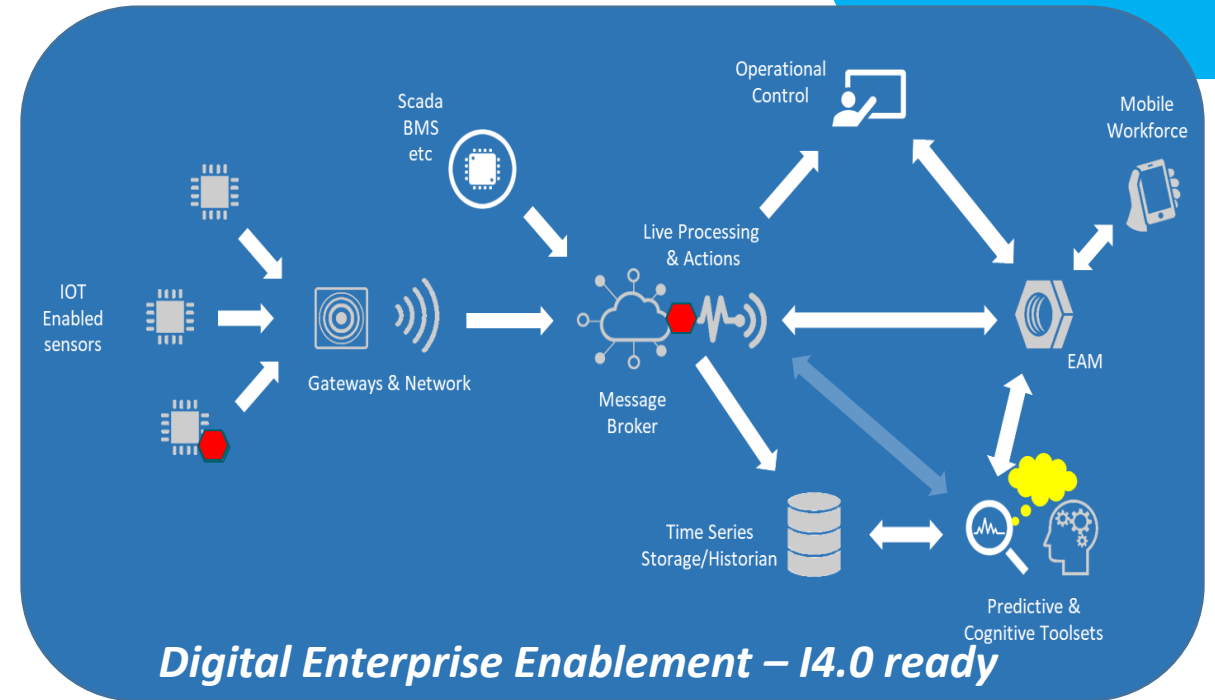
UK RAIL IS AT A MOMENT OF *TRANSFORMATIONAL CHANGE* TO MEET *CUSTOMER NEEDS*...



Increasing Demand



Devolution

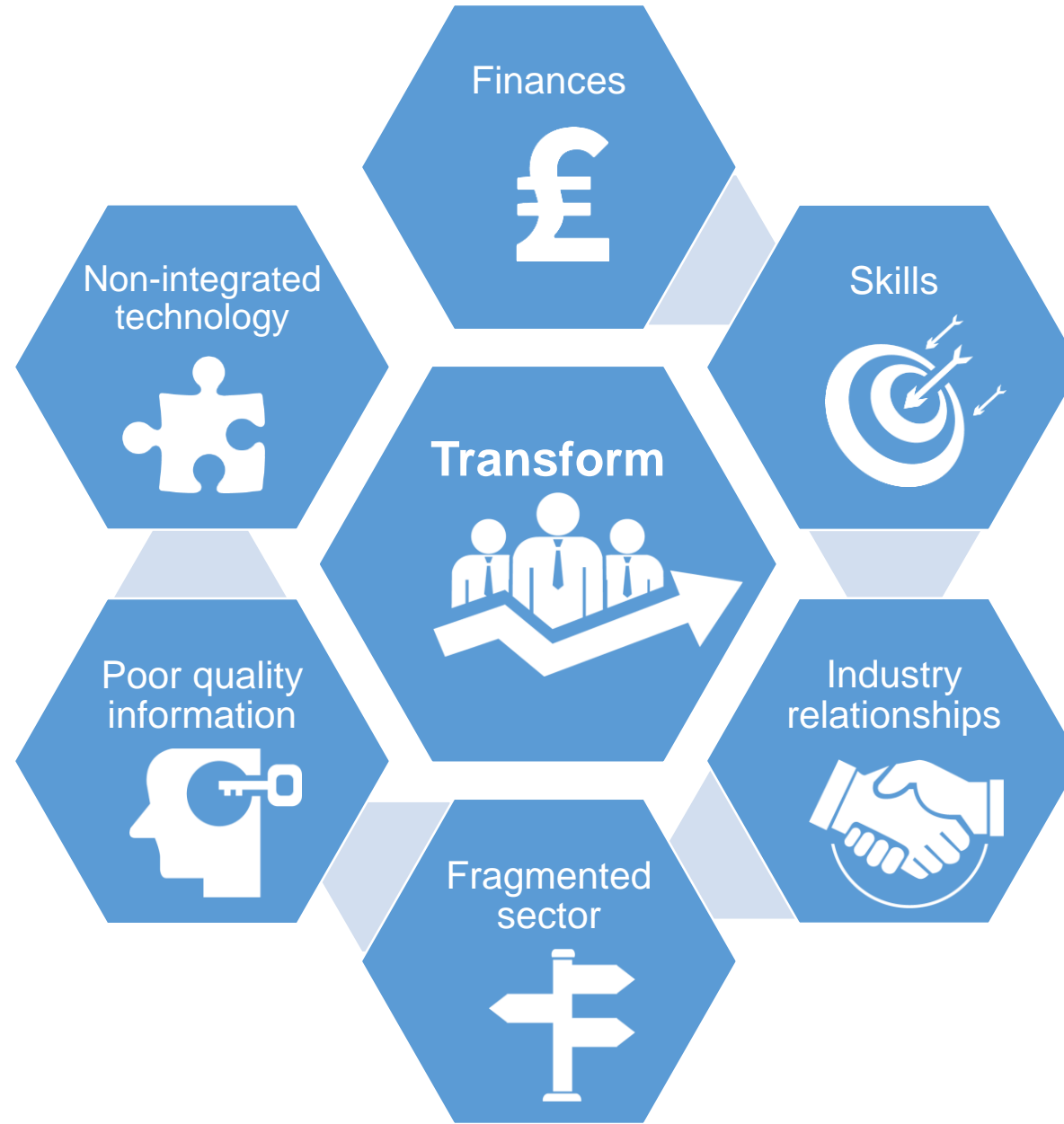


- Predict & Meet Customer Needs
- Increase Capacity Sustainably
- Predict & Prevent Failures
- Reduce cost to serve



Investment

THIS TRANSFORMATION MUST BE DELIVERED WITHIN A CHALLENGING ENVIRONMENT



NETWORK RAIL IS STRIVING TO PLAY ITS PART IN INCREASING CAPACITY & MEETING CUSTOMER NEEDS

Increasing Capacity

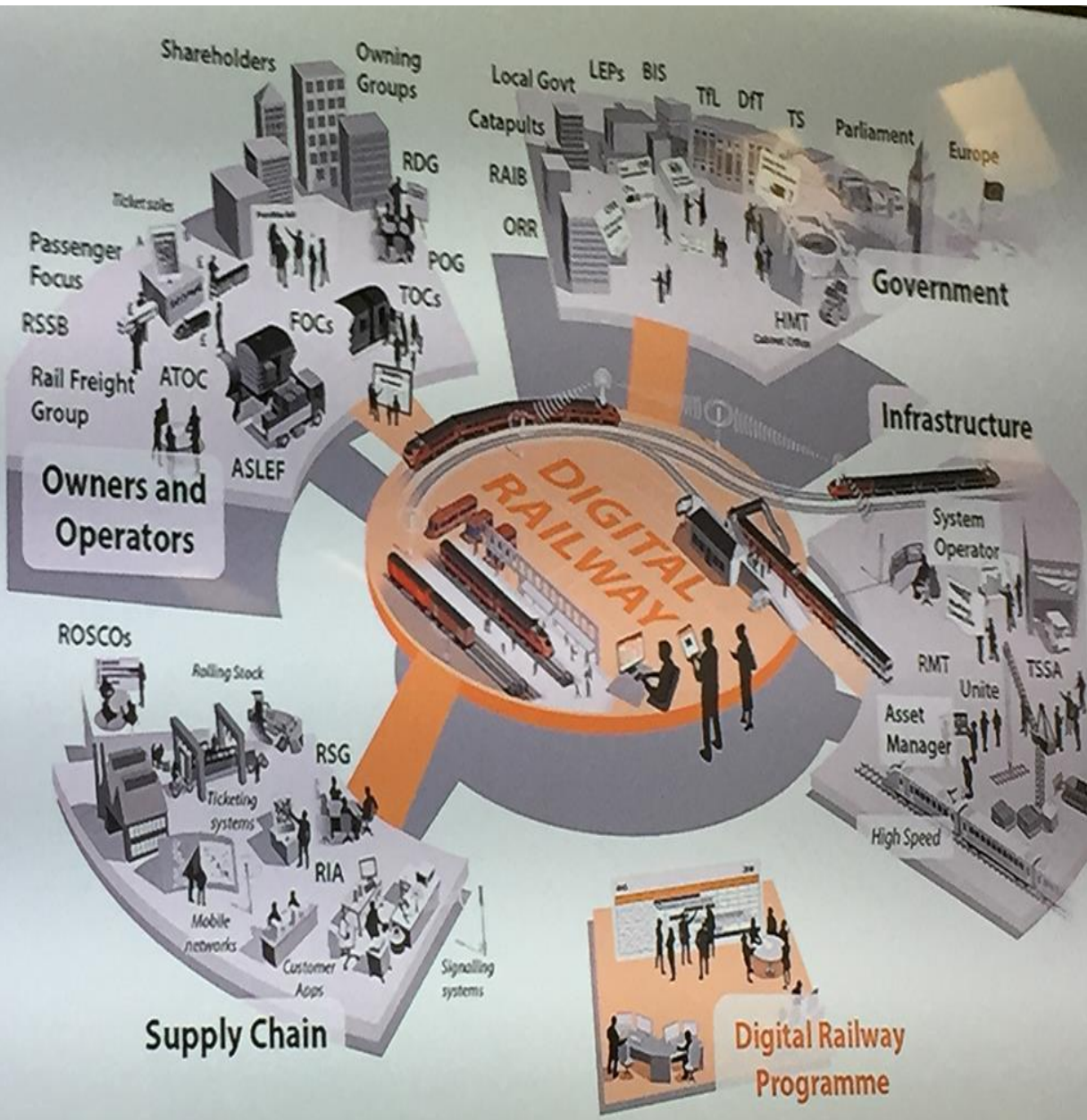
- Prioritising investment portfolio
- Managing portfolio delivery across multiple partners
- Assuring efficient, safe handover
- Timetabling to optimise available paths

Meeting Customer Needs

- Improving service reliability & performance
- Predicting & preventing service affecting failures
- Improving information for consumers
- Optimising maintenance/inspection interventions

... all reliant on open availability of reliable information – i.e. acting like a Digital Enterprise

IS THE INDUSTRY “GOING DIGITAL” OR “BEING DIGITAL”?



Going Digital

- ◆ Same players, electronic communication
- ◆ Similar value chains & profit mechanisms
- ◆ Better information for Customers
- ◆ Improvement within profit-related shared interests

Vs.

Being Digital

- ◆ Holistic “enterprise” strategy for the Industry
- ◆ Shared, open communication
- ◆ Cross-industry optimisation
- ◆ New business models, new players

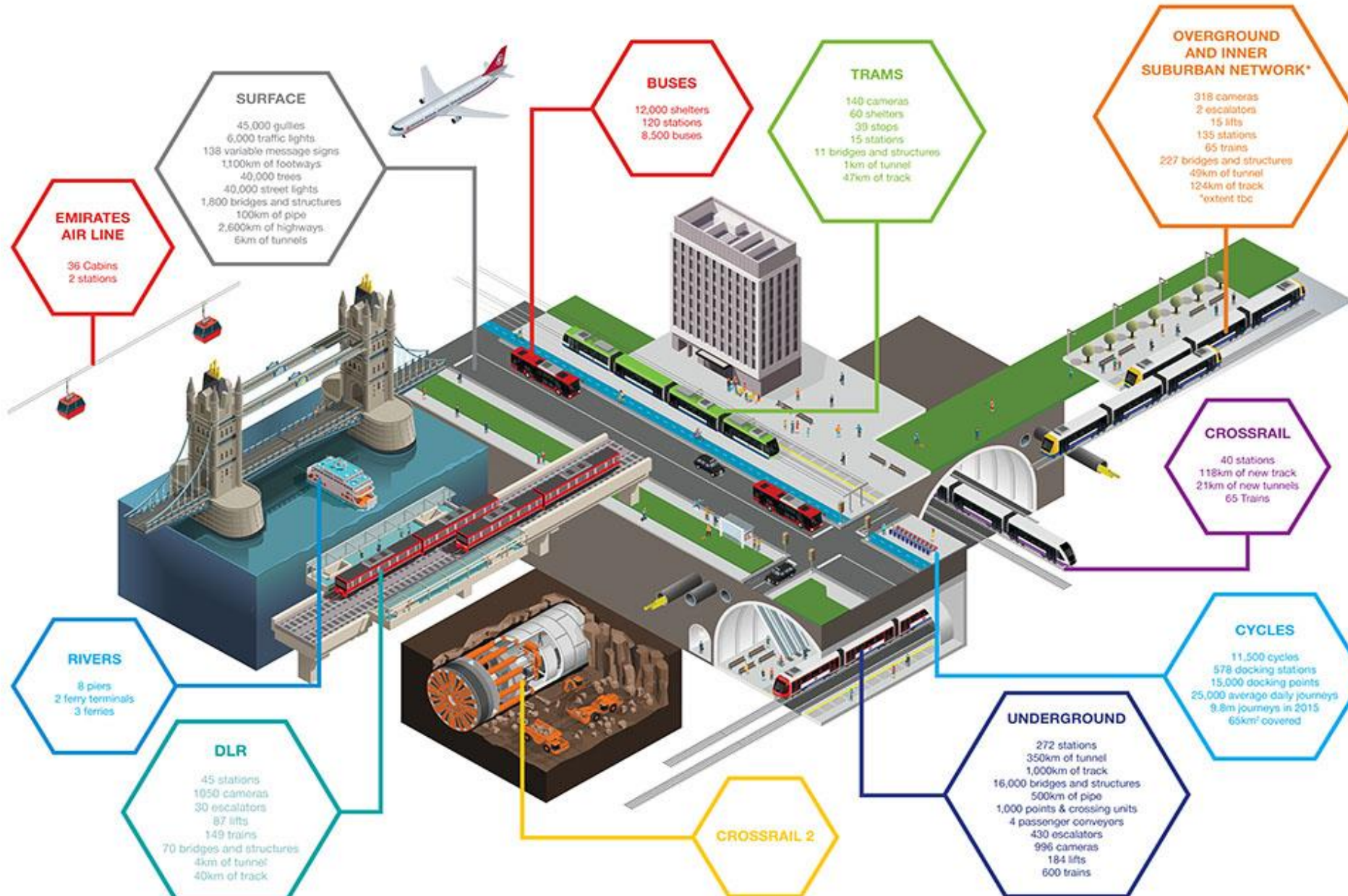
HAMPERING DELIVERY IS A LACK OF A ROBUST, MANAGED “DIGITAL ENTERPRISE” VIEW ACROSS THE INDUSTRY

- Business models & procurement structures mitigate against whole system economic efficiency
- Data ownership models prevent information exploitation
- Incomplete asset information specifications & enabling governance prevent agile change
- Data silos housed across multiple legacy systems prevent efficient insight to action
- Front line tooling & working practices introduce delay and error

AS WE MOVE OUT OF CP5 & INTO CP6 WE NEED TO “BE DIGITAL”

- ◆ Have the DfT, Regulators & Commissioners articulated a Digital Enterprise vision for UK Rail which can drive the agenda?
- ◆ Are our franchises, outsourcing and partnerships cognizant of the Digital Enterprise?
- ◆ Is the supply chain ready, able and willing to play as Information partners?
- ◆ Does the Devolution agenda recognise the obligations of Information Ownership as well as Asset Ownership?
- ◆ Does Network Rail have the competencies, organisational structures, systems and culture to operate as a Digital Asset Manager within the Digital Enterprise?

TRANSPORT FOR LONDON/NETWORK RAIL: PAN INDUSTRY

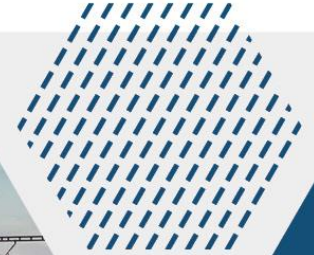


- TFL
- ◆ Intermodal
 - ◆ Integrated
 - ◆ Interconnected

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- ◆ Customer delight



your journey to world class



UK RAIL SUMMIT

