

There's still time to book your seat for THE HSBC RAIL BUSINESS AWARDS 2003

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The Rail Business Awards are a not-to-be-missed event in the railway calendar.

Sponsored by HSBC and supported by Rail Professional Magazine, the 2003 awards are being held amidst the splendour of the Great Room at the Le Meridien Grosvenor House Hotel, London.

This year's award winners will be chosen from 11 categories judged by a panel of transport experts.

Demand for tables is already high, so to avoid disappointment make your reservation now. Send a completed booking form to the HSBC Rail Business Awards 2003, c/o Woodhouse Communications, Grosvenor Hall, Bolnere Road, Haywards Heath, West Sussex. RH16 4BX

The HSBC Rail Business Awards: Monday February 23 2003 at the Le Meridien Grosvenor House Hotel, Park Lane, London.

DON'T MISS IT!

Further details are available from Helen Burgess, Woodhouse Communications, Grosvenor Hall, Bolnere Road, Haywards



Heath, West Sussex. RH16 4BX. Call Helen on 01444 473588, email her at helen@woodhousecommunications.co.uk, or visit www.railbusinessawards.com

•The HSBC Rail Business Awards are delighted to welcome a new sponsor for 2003.

Fraser Eagle Management Services is adding its name to the prestigious Rail Supplier of the Year award. As the winner of last year's Rail Supplier of the Year award, and the acknowledged leader in supplying replacement road transport in the event of routine or emergency interruptions to train services, there couldn't be a more appropriate sponsor for this category.



Looking forward to a promising new year



*Peter Aldridge,
Head of HSBC
Rail, says there
are plenty of
reasons to be
optimistic as
2004 approaches*

AS ANOTHER INTERESTING YEAR FOR THE rail industry draws to a close, this is a good time to look forward and try to assess what we can expect in 2004.

For Network Rail, the next 12 months will see all maintenance brought in-house. Putting aside all arguments about the rights and wrongs of the move, the vital question now is: can Network Rail deliver value for money?

In his interim review, Rail Regulator Tom Winsor said Network Rail needs nearly £23 billion over five years to run the network effectively. This falls short of the infrastructure owner's own calculations by more than £1.5 billion – so 2004 is going to be another financially tough year for the company. Improvements, other than the main inter-city and commuter routes, are unlikely.

Another spending review – this time by the Treasury – will determine how much money the Strategic Rail Authority has to spend on franchising and, crucially, increasing network capacity.

Richard Bowker has been busy preparing his case for rail over the last 12 months; by next summer we will know

what the Government thinks of it.

Before then, the SRA will have an opportunity to assess first-hand what it's like to run a passenger franchise. It will be fascinating to see how the government agency – through its wholly owned subsidiary, South East Trains – manages the South Eastern franchise, now that Connex has handed back the keys.

It is sure to learn important lessons, rather like Network Rail has with the maintenance contracts that have already been brought in-house. The new management team at South East Trains has said it wants to improve reliability, and that has to be the way forward.

South Eastern could prove to be an invaluable benchmark for the SRA as re-franchising enters its next phase. The successful bidders for Greater Anglia and ScotRail will be named next year, and industry watchers will be looking closely to see how these two pathfinder franchises operate, particularly ScotRail with its relationship with the Strathclyde PTE and the Scottish Parliament.

With a forecast of continued economic growth in 2004, a further increase in

passenger numbers looks inevitable. Good news? It would be if we could also deliver extra capacity. Unfortunately, with most enhancements put on the backburner, the outlook is for more overcrowding.

Ticket prices are also likely to rise, although there will be no repeat of British Rail's use of fares hikes to choke off demand. Any attempt to revive that policy would be stamped on by a government with one eye firmly on an impending General Election.

There are many reasons for cautious optimism for the next year.

The replacement of Mark 1 rolling stock will be nearly complete by this time next year, and more tilting trains will be running on the west coast main line. Also, huge amounts of money will be flowing into the industry, regardless of the government spending review.

Above all, there is growing evidence the Government now understands that major decisions about the future of railways in the UK rests with them. That has to be good news.

Merry Christmas and a Happy New Year.

People

OBITUARY

JEREMY JOB



Jeremy Job

Jeremy Job, commercial director of Airport Express and sales & marketing director of Heathrow Express, has died after a short illness, aged 48.

Jeremy was instrumental in the launch of the Heathrow Express service in June 1998. Following this he focused his considerable business acumen on bringing together the commercial elements of the BAA and National Express Group rail-air links serving Gatwick, Heathrow and Stansted airports, successfully creating the Airport Express Alliance in 2000.

Before joining Heathrow Express, Jeremy spent 22 years with British Airways, where he held senior sales and commercial management positions.

ARRIVA TRAINS

Managing director of Arriva Trains Northern, **Ray Price**, has been appointed operations director of Arriva Trains, the UK trains division of Arriva plc. Price joined Arriva in 2001 and has worked in the rail industry since 1971. He has an MBA from the University of Leeds.

To replace Price, **Dyan Crowther**, commercial director of Arriva Trains Northern, has been appointed managing director of the franchise. Dyan joined Arriva Trains Northern in March 2002 and has more than 16 years' experience in the rail industry. She has a masters in transport and logistics from Salford University.

Roger Cobbe has been appointed commercial director at Arriva Trains, where he will manage the bid teams and new franchise development and policy. Both John Rimmington and Steve Hawkes, and their respective teams, will report to Roger.

He joined Arriva in February 2000. He was managing director of the Merseyrail Electrics franchise, and in 2001 was appointed to Arriva Trains as rail development director. Roger has an MSc in transportation planning and management, and has 28 years' experience in the transport industry.

GNER has appointed **Shaun Mills**, currently finance director for Eurofighter GmbH, part of BAE SYSTEMS plc, as its new finance director. He is due to join early next year. As well as overseeing the company's finance department, he will assist in developing GNER's plans for a new East Coast Main Line franchise and expansion elsewhere on the UK rail network. A graduate of Salford University, he qualified as a chartered accountant with KPMG before joining BAe in 1993. He has held a number of positions within BAe, including finance director – regional aircraft, finance director – royal ordnance and managing director – Heckler & Koch. GNER's chief executive **Christopher Garnett** said: "We are delighted that **Shaun** is joining us at such an exciting time in our development, as we continue to raise service standards on the East Coast and progress business opportunities in other parts of the UK."

NATIONAL EXPRESS

National Express has announced major management changes within the company's rail franchises.

Alan Wilson, currently managing director of Midland Mainline, will become managing director of Wessex Trains from this month. His role will be to develop the franchise during the extension period and prepare it for integration into the SRA's proposed Greater Western franchise. David Franks,



Alan Wilson

divisional director (north) of National Express Group's Trains Division, has become interim managing director of Midland Mainline until a new appointment is made.

Wilson commenced his career as a British Rail management trainee in 1983. He was appointed managing director of Midland Mainline in July 2001.

Current managing director at Wessex trains **Andrew Chivers** leaves to take up the role of managing director of London Lines – three National Express Group operated London-serving train companies. He will leave in December after concluding the restructuring of Wessex Trains and negotiations with the Strategic Rail Authority on a two-year extension to the Wessex franchise.

Tim Shoveller, most recently operations and planning director at Wessex Trains, will be Midland Mainline's new operations director.

Malcolm Brown, currently commercial director, has been appointed customer service director, a newly created role.

Malcolm Drury, currently general manager Mid Wessex, has been appointed as operations director for Wessex Trains.

SOUTH CENTRAL

South Central has appointed **Derek Epps**, as its new head of safety. He arrives at South Central after 31 years in the airline industry, where he worked for British Caledonian Airways and British Airways.

He held senior airline positions

in customer services, operations and cargo operations. He also spent time as a loadmaster on cargo flights and several years on overseas postings.

He joined the safety department of British Airways in 1990 and was appointed senior manager safety services shortly afterwards. In this role, Derek was responsible for the health and safety policy and, more particularly, the safety of 45,000 staff worldwide.

He has served on many international safety groups and on the Confederation of British Industry's health and safety group.

SIEMENS

Siemens Transportation Systems' signalling group, has appointed **Richard Buckley** as projects engineering manager. He joins Siemens from Alstom, where he set up and ran the engineering office in Birmingham, combining the role of general manager with that of head of application engineering for the UK.

He will oversee the engineering aspects of all new signalling projects and manage product and system development for the UK.

John Newton, general manager of the signalling group, welcomed **Richard's** appointment: "Richard has over 30 years of experience in the UK engineering industry and will greatly enhance our Solihull-based engineering team during this time of expansion."

FIRST GROUP

First Great Western has appointed **Mark Heffernan** as new head of all First Great Western stations.

He has been acting head of stations since September.

Since joining First Great Western in 1989, Heffernan held a succession of different roles. He worked his way up through the ranks, and most recently was senior station manager for Reading, Didcot Parkway and Pewsey.

The company has also announced that **Margaret Everson** is appointed to the newly-created role of Rail Business Development Manager for South Wales.

Ultan McCloskey's outstanding engineering work on the Channel Tunnel Rail Link (CTRL) project has earned him Institute of Civil Engineers (ICE) James Rennie medal for young engineer of the year 2003. The award, which recognises the importance of the design of works in relation to the method of construction, was awarded to Ultan for his efforts in managing the design/construction interface and delivery of key structures, notably the impressive Midland Main Line and East Coast Main Line structural steel railway bridges. Ultan is part of the Rail Link Engineering (RLE) project management site team at CTRL Contract 103 at the King's Cross railway lands. Each year ICE presents the James Rennie medal to a young engineer under the age of 35 who has demonstrated exceptional qualities in the use of engineering principles and construction knowledge in the design or construction of temporary or permanent works.



Mark Heffernan