



# Data driven Progress against short-term vision

GOALS	RECENT POSITION (2020)	RECENT PROGRESS AGAINST STEPPING STONES		VISION FOR 2025	
<p><b>Easy access and sharing of data, including real-time data</b></p>	<p>A limited range of data is available through industry platforms/APIs. Most data sets are not available or accessible.</p> <p>A range of assets and other sources generate data in real time, but this capability is not widely exploited.</p>	<p><b>Create and facilitate data sharing mechanisms. <u>Rail Delivery Group (RDG)</u></b></p> <p>The Rail Data Marketplace (RDM) went live in July 2023 and is accessible via <a href="http://www.raildata.org">www.raildata.org</a>. The RDM project team continue to work with industry to embed the marketplace as the key means of sharing data.</p>	<p><b>Agree levels of data-sharing and develop template data-sharing agreements. <u>RDG</u></b></p> <p>The RDM provides a template contracts for different data-sharing agreements.</p> <p><b>Create and manage priority pipeline of data sets. <u>RDG</u></b></p> <p>The RDM project has created a data set pipeline, informed by user research and is liaising with industry to facilitate sharing of this data.</p>	<p><b>Capability for multi-modal data-sharing <u>RDG and DfT</u></b></p> <p>Ongoing coordination with DfT to enable compatibility of RDM with DfT 'Find Transport Data' national access point facility.</p>	<p>The combination of effective rail data-sharing mechanisms, and a growing pipeline of data sources makes it easier for business and innovators to understand and access rail data.</p> <p>Compatibility of rail data-sharing approaches enables multi-modal data exploitation.</p>
<p><b>Robust industry-wide data governance</b></p>	<p>Several organisations are developing, or have developed, information management frameworks.</p>	<p><b>Develop cross-industry metadata to be used in data cataloguing. <u>DISIC</u></b></p> <p>The initial metadata structure has been used within RDM. <u>RSSB</u> T1297 is exploring further metadata useful to providing confidence for data consumers use of data.</p>	<p><b>Determine strategy for data standards. <u>RSSB</u></b></p> <p>Establishment of a new Data, Systems &amp; Telematics Standards Committee (DST SC) in Sept 2022. <u>GBRTT</u> is in process of developing industry Data Strategy. <u>DfT</u> published the Transport Data Strategy (TDS) in March 2023.</p>	<p><b>Development of new data standards. <u>RSSB</u></b></p> <p>DST SC is establishing a pipeline of priority data areas for standardisation.</p>	<p>Cross-industry data standards being produced and adopted.</p> <p>Rail Information Management Framework principles being met on cross-industry basis.</p>
<p><b>Clear business case for data sharing</b></p>	<p>There is limited research focusing on quantifying the benefits of opening up data sources.</p> <p>Traceability capabilities exist but are not used by the industry.</p>	<p><b>Develop approach for identifying 'high value' rail data sets. <u>RSSB</u></b></p> <p>T1184 is creating a framework for valuing GB rail data, and has identified a six stage process to support the identification of high-value data sets.</p>	<p><b>Development of strategy and routemap towards achieving an 'open by default' data-sharing vision. <u>DfT</u></b></p> <p>The Transport Data Strategy identifies a central data team that will act as a focal point to challenge why data is not being made openly available, with a presumption of open by default. The team will engage with data owners to support greater openness.</p>	<p><b>Implementation of routemap to 'open by default' data-sharing. <u>GBRTT/RSSB/DfT</u></b></p> <p>RSSB has started initial thinking on an data interoperability framework that could support the prioritisation of datasets.</p> <p><b>Ongoing development of business cases to enable increasing amounts of open or shareable data.</b></p>	<p>Widespread ability to build cross-industry business cases for the sharing of data.</p> <p>Data is being shared at the right level of openness.</p> <p>High-value datasets are being made available.</p>
<p><b>Tools and skills for better data exploitation</b></p>	<p>Rail expertise exists for traditional analytics.</p> <p>Cross-industry competence in new approaches to data is limited.</p> <p>Industry is not always an informed buyer and user of 'big data' and 'smart data' solutions.</p>	<p><b>Identify skill gaps within industry. <u>NSAR</u></b></p> <p>NSAR is providing resources such as Skills ID and the Skills Intelligence Model that can be used to develop competency management systems and determines resourcing and skills requirements for the future.</p>	<p><b>Develop new capabilities and outputs related to data, including digital twins and advanced AI, so that data can be easily connected to create greater value. <u>DfT, NR, RSSB, Suppliers</u></b></p> <p>DfT has published a Transport Digital Twin Vision and Roadmap, towards connected digital twins across four key areas: strategy and innovation; enabling environment; people, skills and culture; and technology and data.</p> <p>A wide range of industry stakeholders continue to grow capability in data exploitation. The RTS 'Who is Doing What' spreadsheet details a selection.</p>	<p><b>Develop and implement (re)training, support and guidance. <u>NSAR</u></b></p> <p><b>Focus digital twins, AI and other data analysis developments that underpin the other four functional priorities. <u>Various</u></b></p>	<p>Strategy for ensuring a digitally talented workforce has been implemented.</p> <p>Digital twin capability is strong.</p> <p>Advanced AI techniques are widely available and being used.</p>