

5 January 2017

Dear Stakeholder,

ORR report into driver controlled trains on Southern

I fully appreciate that you have faced months of misery and hardship to their work and family lives as a result of the continued industrial action. I am deeply sorry for this and understand how extremely frustrating and difficult the current situation is for you and for them.

Given these circumstances I understand that a further explanation of the issues surrounding the dispute may not be welcome. However, today the Office of Rail and Road, the industry's independent safety regulator, has published an important report on our implementation of driver controlled trains on Southern.

The report is attached to this email. We welcome the ORR's findings which confirm that the way in which we have implemented and are operating our services is safe. The regulator has made a number of recommendations for further improvement which we accept and will action as soon as possible.

Today, a third of all trains on the UK rail network run with the driver in full operational control. The Rail Safety and Standards Board and the Office of Rail and Road have confirmed that this is a safe method of operation and the unions must now acknowledge that they have no credible argument that it's an unsafe method of operation.

Further to the letter I sent yesterday I wanted to tell you that we have written to ASLEF setting out a formal offer, made to the union at ACAS on Tuesday 3 January to settle their dispute. To recap, the key points of the offer are:

- A technology upgrade programme to refresh older, yet safe and functional, on-train technology to ensure it is of the same standard of later variants of the same type of train
- No further extension of driver controlled operation beyond that already delivered without the agreement of ASLEF
- An insurance/indemnity arrangement for drivers to support colleagues involved in platform train incidents, unless negligence or gross misconduct is the cause
- A programme to proactively support driver job security
- The re-establishment of the driver controlled operation Joint Working Party to monitor any agreed proposals.

We have yet to receive any response to this from ASLEF. Again I would ask you to join me in telling the ASLEF and RMT leadership that it's time to call an end to all this and put a stop to the misery and hardship this is causing our customers.

Yours sincerely



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