

Response to the proposal to amend regulation 9 to require infrastructure controller to procure external audit from a 'competent body' HSC/02/93

No	Respondent	Group	Response
1	Railtrack	Infrastructure Controller	Disagree strongly. Proposal places accountability on IC without giving control over the audit. Suggest amending regulation 9 to allow Railtrack to audit train operations directly. Alternatively delete reg 9 entirely (option c) on the basis that audit is adequately covered elsewhere in the Regulations
2	Railway Safety	Industry Body	Agree, but suggest HSE designates 'competent bodies'. Could support option (a) (placing the duty to procure audit on each railway operator)
3	ATOC	Industry Body	Disagree. Should not be for Railtrack to decide who should audit TOCs. Support deletion of reg 9 (option c). Could accept option (a) (placing duty on each railway operator). Disagree with option (b) (pinning audit function on RISB) as this would detract from RISB's leadership role
4	London Underground Limited	Train Operator	Agree
5	Nexus	Train Operator	Disagree. Support deletion of reg 9 (option c)
6	Strathclyde Passenger Transport	Train Operator	Agree
7	South West Trains	Train Operator	Disagree. Support deletion of reg 9 (option c)
8	Thameslink Rail Limited	Train Operator	Disagree. Support deletion of reg 9 (option c)

9	GNER	Train Operator	Disagree. Support deletion of reg 9 (option c)
10	Thames Trains Ltd	Train Operator	Agree. Suggest amend reg 9 to require whole of Railtrack to be audited annually and to allow a maximum period of 14 months between audits
11	Freightliner Ltd	Train Operator	Agree provided the audit is not duplicated by HSE
12	Porterbrook	ROSCO	
13	HSBC Rail (UK) Ltd	ROSCO	Disagree. Not necessary for the competent body to be independent of RT
14	Rheilffordd Ffestiniog Railway	Heritage/Charter	
15	East Lancashire Railway Co. Ltd	Heritage/Charter	Agree but would resist having to use RISB (option b)
16	Severn Valley Railway	Heritage/Charter	Seek exclusion for heritage railways
17	Rail Passengers Committee Wales	Passenger Organisation	Disagree with main proposal, supports principle of external audit but not annual audit; duty could be on each operator, not on Railtrack
18	Rail Passengers Council	Passenger Organisation	Agree
19	RMT	Trade Union	Disagree. Support option (b) (giving audit to RISB will assist its other functions and win industry confidence because of its expertise.)
20	TSSA	Trade Union	Disagree. Support option (b) (giving audit to RISB will assist its other functions and win industry confidence because of its expertise.)
21	DTLR (now DfT)	Govt Department	Content for HSE to submit proposals
22	Defence Rail Executive	Govt Department	Agree
23	Office of the Rail Regulator	Govt Department	Agree
24	Welsh Assembly	Govt Department	Agree
25	Parliamentary Advisory Council for Transport Safety	Other	Agree. Need guidance on 'competent body'

26	GT Railway Maintenance Ltd	Other	Agree
27	Carillion Construction Ltd	Other	Agree
28	AMEC Rail	Other	Agree
29	Grantrail Ltd	Other	Agree, but also support pinning audit on RISB because of its expertise (option b)
30	Scottish Consumer Council	Other	
31	Institution of Railway Signal Engineers	Other	Agree
32	The Railway Forum	Other	Agree, but consider decision should be deferred until RISB established
33	AMEY Rail	Other	Agree, but also support pinning audit on RISB because of its expertise (option b)
34	Det Norske Veritas Ltd	Other	Disagree with main proposal, prefer deletion of reg 9 arrangements for external audit should be demonstrated within the safety case