

ROGS IMPLEMENTATION BRIEFING 2006

Railways and other Guided Transport Systems (Safety) Regulations 2006 (ROGS)

Implementation Briefing September/October 2006

Supported by:

ATOC, C2C Rail, Chiltern Railways, EWS, First Engineering, First Group, Freightliner, Grantrail on behalf of ISLG, LUL, National Express, Network Rail, ORR, Porterbrook, South West Trains, RIA, and RSSB

**ROLES, RESPONSIBILITIES
AND CHANGES**

John Abbott

Where are the roles defined?

In the Regulations! However there are a number of inter-related Regulations which determine roles and responsibilities.

1. ROGS Regulations
2. Railway (Interoperability) Regulations
3. Rail Accident Investigation Regulations

So lets introduce the players.....

1. **Member State**

- Department for Transport (DfT)
- Implementation of EU Directives
- Article 21 Committee
- Decision maker in respect of Projects requiring approval under Interoperability

2. **National Safety Authority**

- Office of Rail Regulation (ORR)
- Authorisation of Part A and B SMS applications
- Renewal of SMS every 5 years
- Monitoring and Inspection
- Full or part revocation of SMS
- Lead response to RAIB report recommendations
- Enforcement and prosecution
- Annual reporting

3. HSC / HSE

- Development of non-rail specific health and safety legislation
- Investigation of non-rail specific workplace accidents

4. Rail Accident Investigation

- Rail Accident Investigation Branch
- Route cause, no blame investigation of railway accidents as defined in Regulations
- Monitoring of trends – special investigations

5. Infrastructure Manager

- Network Rail for mainline (no longer Infrastructure Controller)
- Remaining system safety role ceases
- Lead role for emergency planning and incident management
- Network Rail and Train Operators for stations

6. Transport Undertakings

- Passenger Train Operators, Freight Train Operators and contractors who operate trains / plant outside of engineering possession

7. Notified Bodies (NoBos)

- Competent organisations accredited by DfT to independently assess compliance with TSIs

8. **Competent Persons**

- Second or third party bodies approved by RSC or SMS holders as part of their internal Safety Verification procedure to place new or amended assets into service

ROGS Transition

- ORR to continue to offer ROTS new works and plant approvals for projects already underway and scheduled for completion before September 2008
- Existing Railway Safety Case holders to replace with new Part A and B SMS by September 2008

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- In possession only RSC holders to cooperate with Network Rail during conversion period for the RSC to new arrangements
- Network Rail will work with Transport Undertakings during transition period for Route Acceptance, Possessions, Investigations and replacement of residual system safety arrangements