



ORR's health and safety compliance and enforcement policy statement 2015

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Contents



Purpose	3
Introduction	3
Scope	3
Aims and purpose of compliance and enforcement	4
Our strategic objective for health and safety	4
Key principles	4
Compliance and enforcement measures	5
Formal enforcement tools	5
Enforcement criteria and decision making	6
Growth duty	7
Prosecution	7
Death at work	9
Crown bodies	10
Review of regulatory decisions and actions	10

Purpose

This policy statement sets out how ORR will use its powers to carry out its regulatory enforcement responsibilities arising from health and safety and other relevant legislation.

Introduction

1. The Office of Rail and Road is the independent safety and economic regulator for Britain's railways and monitor of Highways England.
2. Our purpose is to ensure the network operates safely, reliably and provides value for taxpayers and customers. We safeguard the public and the workforce by regulating the rail industry's health and safety performance. We hold Network Rail to account – and we require it to provide passengers with a punctual, reliable service. We make sure that train and freight operating companies have fair access to the rail network, and that the market is competitive and fair.
3. As an independent regulator, ORR operates within the framework set by UK and EU legislation and is accountable through Parliament and the courts.
4. We are the health and safety enforcing authority for the mainline railway, High-Speed 1, light rail, heritage railways, tram networks and metro systems. Our vision of success for Britain's railways is: *Zero workforce and industry-caused passenger fatalities, with an ever-decreasing overall safety risk.*
5. The ORR board has duties under section 18 of the Health and Safety at Work etc. Act 1974 to make adequate arrangements for the enforcement of the relevant statutory provisions and work together with other enforcing authorities, such as The Health and Safety Executive, to establish best practice and consistency in the enforcement of the relevant statutory provisions, share information etc.

Scope

6. ORR's powers and enforcement responsibilities stem from a number of sources:
 - The Health and Safety at Work etc Act 1974 and regulations made under the Act;
 - specified powers allocated to ORR inspectors by other UK statutory requirements not associated with HSWA, for example REACH, the Employers Liability (Compulsory Insurance) Act 1969;
 - railways industry specific legislation, for example The Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS); and
 - 'relevant non-H&S legislation' for which ORR is the enforcing authority which stem from European legislative requirements:
 - the Railways (Interoperability) Regulations 2011¹;
 - the Rail Vehicle Accessibility (Non-Interoperable Rail System) Regulations 2010²; and

¹ Available at <http://www.legislation.gov.uk/ukxi/2011/3066/introduction/made>.

² Available at http://www.opsi.gov.uk/si/si2010/ukxi_20100432_en_1

- the Train Driving Licences and Certificates Regulations 2010³.

7. This policy applies to all enforcement and compliance activities undertaken in all sectors of the railway industry for which we are the enforcing authority i.e. the mainline railway, light rail, heritage, tram networks and metro systems.

8. This policy does not deal with the enforcement of licence obligations which is dealt with separately under ORR's economic enforcement policy and penalties statement⁴.

Aims/purpose of compliance and enforcement

9. ORR implements compliance and enforcement strategies in order to:

- ensure that duty holders comply with relevant health and safety legislation, or if they fail to comply, ensure they are held to account;
- ensure duty holders eliminate or properly control risks;
- take action to deal immediately with serious risks;
- promote and achieve sustained compliance with the law; and
- deterred non-compliance and prevent work-related ill health and injury to workers, passengers and other members of the public who may be affected by the operation of Britain's railways

Our strategic objective for health and safety

Drive for a safer railway:

Enforce the law and ensure that the industry delivers continuous improvement in the health and safety of passengers, the workforce and public, by achieving excellence in health and safety culture, management and risk control.

10. This policy is supported by documents that give greater detail on how the policy is applied. These are available on our website⁵ [link]

11. Our compliance and enforcement strategies address those areas that we consider to be a priority for us and the industry. We design our work programmes around these risk topics and enablers as published in *ORR's strategy for regulation of health and safety risks*. This can be found on our website at <http://orr.gov.uk/publications/corporate-publications/health-and-safety-strategy>

Key principles

12. We believe in firm but fair enforcement of legislation. This is informed by the regulatory principles as set out in the Legislative and Regulatory Reform Act 2006: *proportionality* in applying the law and securing compliance; *consistency* of approach; *targeting* of enforcement action; *transparency* about how the regulator operates and what those regulated may expect; and *accountability* for the regulator's actions. These principles apply both to enforcement in particular cases and to management of enforcement activities as a whole.

³ Available at http://www.opsi.gov.uk/si/si2010/uksi_20100724_en_1

⁴ Available on the ORR website at <http://www.rail-reg.gov.uk/upload/pdf/395.pdf>.

⁵ Available at: [link]

Proportionality

13. Proportionality means relating enforcement action to the level of risk⁶ arising from a breach and /or the seriousness of a failure to comply with a legal obligation. Those that the law protects and duty holders expect that action taken by ORR to achieve compliance or bring duty holders to account for non-compliance should be proportionate to any risks to health and safety, or to the seriousness of any breach.

Targeting

14. Targeting means making sure that actions are targeted primarily on those whose activities give rise to the most serious risks, where the hazards are least well controlled or where on-going compliance with the law needs to be verified; and that action is focused on the responsible duty holder best placed to control it.

Consistency

15. Consistency of approach does not mean uniformity. It means taking a similar approach in similar circumstances to achieve similar ends.

Transparency

16. Transparency means helping duty holders to understand what is expected of them and what they should expect from ORR. It also means making clear to duty holders not only what they have to do but, where this is relevant, what they don't. That means distinguishing between statutory requirements and advice or guidance about what is desirable but not compulsory.

Accountability

17. Regulators are accountable to the public for their actions. This means that ORR has policies and standards (such as the four enforcement principles above) against which it can be judged, and an effective and easily accessible mechanism for dealing with comments and handling complaints.

Compliance and enforcement measures

18. We use a wide selection of compliance strategies ranging from information, advice, persuasion, corporation, inspection, audit, verification and compulsion through to deterrence activities. The primary emphasis is on assisting industry to comply with occupational health and safety obligations through verbal and written advice.

Formal enforcement tools

19. We have a range of stronger sanctions available to us where necessary:

⁶ In this policy, 'risk' is defined broadly to include a source of possible harm, the likelihood of that harm occurring, and the severity of any harm. Harm is widely defined in this policy and includes both physical and economic damage caused to one person by the conduct of another.

- where we find an article or substance that we believe may be a cause of imminent danger, we can require it to be made harmless;
- seize plant equipment and substances;
- an improvement notice requiring compliance by a certain date;
- a prohibition notice that prohibits a practice or use of plant, equipment or a substance until it can be undertaken or used safely;
- suspension or cancellation of a safety certificate or safety authorisation issued under ROGS;
- issue of a simple caution in England and Wales;
- prosecution in the courts in England and Wales; and
- report to the Crown Office and Procurator Fiscal Service in Scotland.

Enforcement criteria and decision-making

20. Most enforcement activity is undertaken by warrant holding inspectors and inspector's assistants who adopt a flexible and responsive approach with the provision of advice, education and assistance being recognised as important element in achieving compliance. In making a decision whether or not to take more formal enforcement action, we use our Enforcement Management Model (EMM) as a steer to decision-making [[link to EMM](#)]. This considers the extent of the risk, the seriousness of the breach and the actual or potential consequences, balanced with the culpability of the duty holder, compliance history and any other mitigating or aggravating circumstances. The inspector assessment of these factors is recorded on a form EMM1 and this is reviewed by the line manager.

21. Investigation reports are reviewed and signed off by the line manager.

22. As an independent regulator, our enforcement decisions are made free from departmental or ministerial influence.

Growth duty

23. ORR supports the principles of the “Growth Duty” requiring those exercising non-economic regulatory functions to have regard to economic growth when making decisions.

24. We have designed our business processes and regulatory activities to take account of the growth duty. It is our policy to:

- influence and support businesses to be compliant through the provision of advice and guidance that is relevant to the sector;
- our strategic objective of achieving *excellence in health and safety risk control* encourages sensible risk management and not gold-plating;
- we engage with business groups for dialogue and consultation collectively to achieve a mutual understanding of the issues;
- we encourage the sharing of best practice between duty holders;
- we make optimal use of data gathered by the industry in order to minimise requests to individual businesses to supply information;
- we target our interventions on the basis of risk and evidence, and design them to take account of the size and nature of the business;
- we use our inspection and audit visits to provide advice and direct duty holders to published guidance. Where we find non-compliance, we provide advice about how to achieve compliance and allow reasonable timescales for improvement;
- We aim to minimise the administrative burden of applying for authorisations and licenses by providing an online portal for applications, for example, train driver licensing, and publish guidance manuals on our intranet on how to submit an application;

Prosecution

25. The decision to prosecute a case is made by a senior inspector of principal inspector level or above, who is independent from the investigation and who has had no prior dealings with the prospective defendant in respect of the matter.

26. The decision whether to prosecute is carried out in accordance with the Code for Crown Prosecutors and takes account of the evidential stage and relevant public interest factors. No prosecution will go ahead unless the approval officer finds that there is sufficient evidence to provide a realistic prospect of conviction and that prosecution would be in the public interest.

27. The decision to prosecute is kept under continuous review, so that any new facts or circumstances which may support or undermine the prosecution's case are taken into account in the decision to continue or terminate the proceedings.

28. We expect that we will normally prosecute, or recommend prosecution, where, following an investigation or other regulatory contact, one or more of the following circumstances apply:

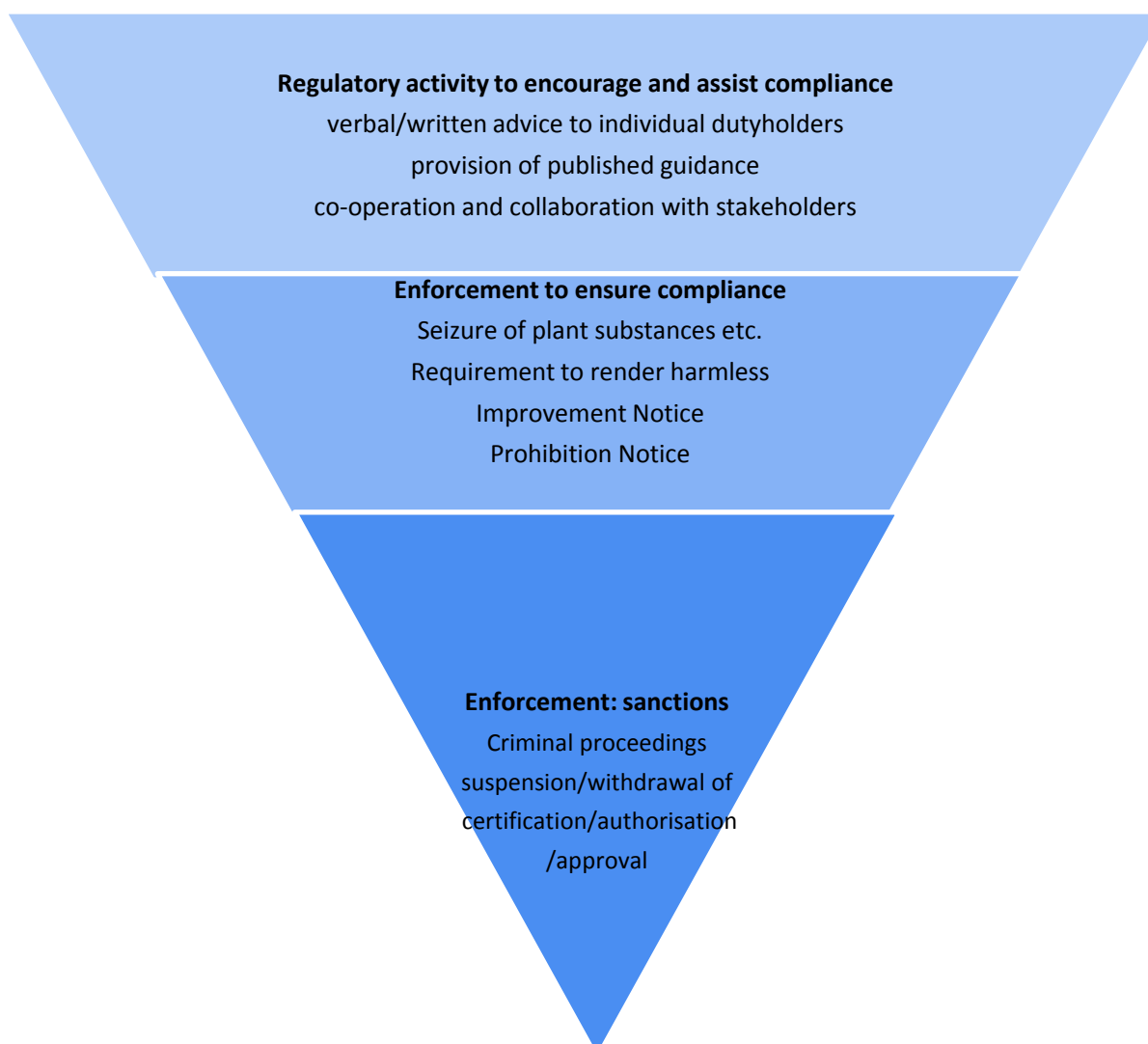
- (a) death was a result of a breach of the legislation⁷;

⁷ Health and safety sentencing guidelines regard death resulting from a criminal act as an aggravating feature of the offence. If there is sufficient evidence that the breach caused the death, ORR considers

- (b) the gravity of an alleged health and safety offence, taken together with the seriousness of any actual or potential harm warrants it;
- (c) there has been reckless disregard of legal requirements;
- (d) there has been a failure to adhere to statutory standards which has resulted in a significant financial benefit or competitive advantage to the offending duty holder (particularly where that failure was intentional);
- (e) there have been repeated breaches of a similar nature which give rise to significant risk, or persistent and significant poor compliance in related areas;
- (f) work has been carried out without, or in serious non-compliance with, a legal authorisation, order or certificate;
- (g) a duty holder's standard of managing its legal responsibilities is found to be far below what is required, and to be giving rise to significant risk or other detrimental impact on others;
- (h) there has been a failure to comply with an improvement or prohibition notice or there has been a repetition of a breach that was the subject of a formal caution;
- (i) false information has been supplied wilfully, or there has been an intent to deceive, in relation to a matter which gives rise to significant risk; or
- (j) inspectors have been intentionally obstructed by the duty holder in a way that prevents them from carrying out their lawful duties.

that normally such cases should be brought before the court. However, there will be occasions where the public interest does not require a prosecution, depending on the nature of the breach and the surrounding circumstances of the death.

Figure 1 the regulatory action pyramid



Death at Work

29. In England and Wales, to ensure decisions on investigation and prosecution are closely coordinated following a work-related death, ORR, HSE, the British Transport Police (BTP), the Local Government Association, the Association of Chief Police Officers and the Crown Prosecution Service (CPS) have jointly agreed and published *Work-related deaths: A protocol for liaison*⁸. Other non-signatory organisations, including the Chief Fire Officers Association, have agreed that they will take account of the protocol when responding to work-related deaths. RAIB is not a signatory to this protocol because it must remain independent of any criminal investigation.

30. In Scotland a separate work-related deaths protocol has been agreed between the Crown Office and Procurator Fiscal Service, the Association of Chief Police Officers in Scotland, the BTP and HSE⁹. ORR and Scottish local authorities support the protocol.

⁸ Available on the ORR website at <http://www.rail-reg.gov.uk/upload/pdf/WorkRelatedDeathsProtocol.pdf>.

⁹ Available at <http://www.hse.gov.uk/scotland/workreldeaths.pdf>.

31. In England and Wales the police are responsible for deciding whether to pursue a manslaughter investigation and whether to refer a case to the CPS to consider possible manslaughter charges. ORR is responsible for investigating possible health and safety offences. If in the course of its health and safety investigation, ORR finds evidence suggesting that a manslaughter offence has been committed, it will refer it to the police. If the police or the CPS decide not to pursue a manslaughter or corporate manslaughter case, ORR will normally bring a health and safety prosecution in accordance with this policy.

32. In Scotland, responsibility for investigating sudden or suspicious deaths rests with the Procurator Fiscal who will instruct the police. The police will lead the investigation of any potential offences related to culpable homicide or corporate homicide. ORR will investigate any possible health and safety offences. Under the Scottish work-related deaths protocol the investigations will be co-ordinated and evidence shared. Unless a prosecution takes place in the same circumstances, the Procurator Fiscal is required to hold a Fatal Accident Inquiry into the circumstances of a death resulting from a work-related¹⁰ accident. An Inquiry may also be held where it appears to be in the public interest on the grounds that the death was sudden, suspicious or unexplained, or has occurred in circumstances such as to give rise to serious public concern.

33. ORR is also a signatory to both the Prosecutors' Convention and the Investigators' Convention setting out how enforcing authorities will work together when required.

Crown bodies

34. Crown bodies must comply with health and safety requirements but they are not subject to statutory enforcement, including prosecution. The Cabinet Office has established non-statutory arrangements for enforcing health and safety requirements in Crown bodies. These arrangements allow ORR to issue non-statutory improvement and prohibition notices and for the censure of Crown bodies in circumstances where, but for Crown immunity, prosecution would have been justified. In deciding when to investigate or what form of enforcement action to take, ORR will follow as far as possible the same approach as for non-Crown bodies, in accordance with this enforcement policy.

Review of regulatory decisions and actions

35. We have arrangements in place to review regulatory decisions when challenged by an affected party or other stakeholder.

36. For a dispute involving informal verbal and written advice given by an inspector or inspector's assistant, we advise the complainant to contact the line manager in the first instance. Where a dispute cannot be resolved by this means, we will escalate it up the line management chain to a Grade A or above.

37. Enforcement notices such as improvement and prohibition notices have a built-in appeals process which is heard through the Employment Tribunal Service.

¹⁰ In this case, an accident in the course of employment, if the deceased was an employee, or while engaged in their occupation, if an employer or self-employed person.

38. In line with the EU Victims Directive, we have instituted arrangements for independent peer review where we have decided not to prosecute and an affected party wishes to challenge that decision.

39. Our website gives information on how to complain about the service given by ORR.
<http://orr.gov.uk/info-for-passengers/complaints/complaints-about-orr>

Use of the name, the Office of Rail and Road, reflects the new highways monitor functions conferred on ORR by the Infrastructure Act 2015. Until this name change is confirmed by legislation, the Office of Rail Regulation will continue to be used in all documents, decisions and matters having legal effects or consequences.



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