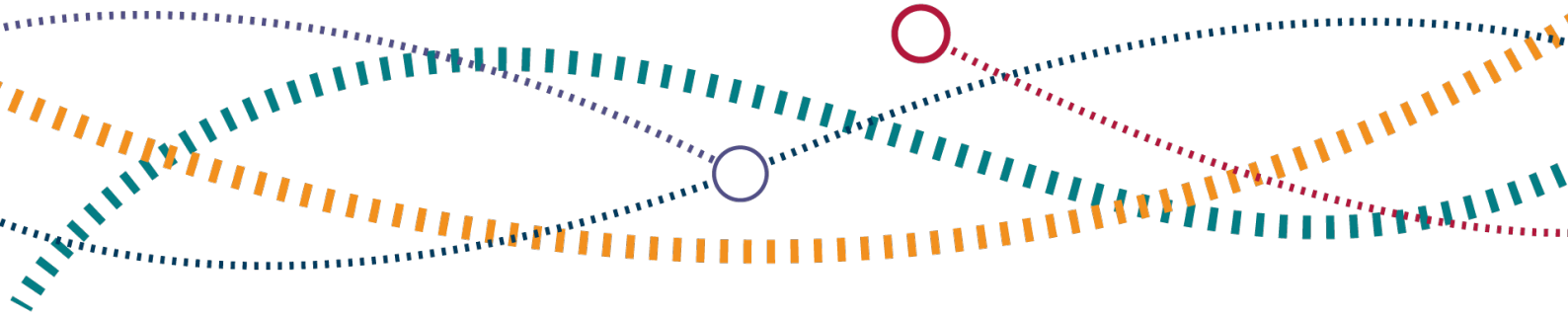
2023 REACH Asbestos Survey

Stakeholder Survey Report

05 July 2024



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Introduction

The Office of Rail and Road (ORR) is the enforcing authority for prohibitions on placing articles on the market containing asbestos as it relates to the operation of the railway under the Registration, Evaluation, Authorisation and restriction of Chemicals Enforcement Regulations 2008 (REACH). REACH was brought into UK law on 1 January 2021 under the European Union (Withdrawal) Act 2018.

We previously issued general exemption certificates in 2014 and 2019 which exempted any person who complied with the certificate and our conditions from prohibitions in REACH when placing a railway vehicle or component for use in a railway vehicle on to the market. Each certificate had a maximum validity of 5 years.

Before we decided whether to issue a new exemption certificate to apply from January 2024, and the conditions to include, we invited a range of organisations who have an interest in, or use, the exemption certificate to give us their views. The stakeholders survey ran from 18th July to 4th September 2023.

We received 74 survey responses, including from heritage operators, train operating companies, tram operators, railway maintenance companies, rolling stock leasing companies (ROSCOs), and charter companies. The majority of respondents wanted ORR to issue a new exemption with the same conditions as in the 2019 exemption. The responses indicated that there is generally a good level of compliance with the 2019 exemption conditions. Further, the majority of survey respondents believed that the 2019 exemption has been successful in encouraging the removal of legacy asbestos from railway vehicles when reasonable opportunities arise.

Following an analysis of the survey responses and other information, ORR decided to issue a new REACH exemption certificate which came into force on 1 January 2024. ORR was content that the 2024 exemption certificate and its conditions would enable the continued controlled arrangements for leasing, loaning and selling of certain parts and vehicles which contain asbestos. In response to one specific issue arising from the survey (in relation to record keeping by suppliers) we amended our supporting guidance document RIG-2014-01 to provide further clarity on suppliers' existing duties in relation to risk assessment (under Condition ii).

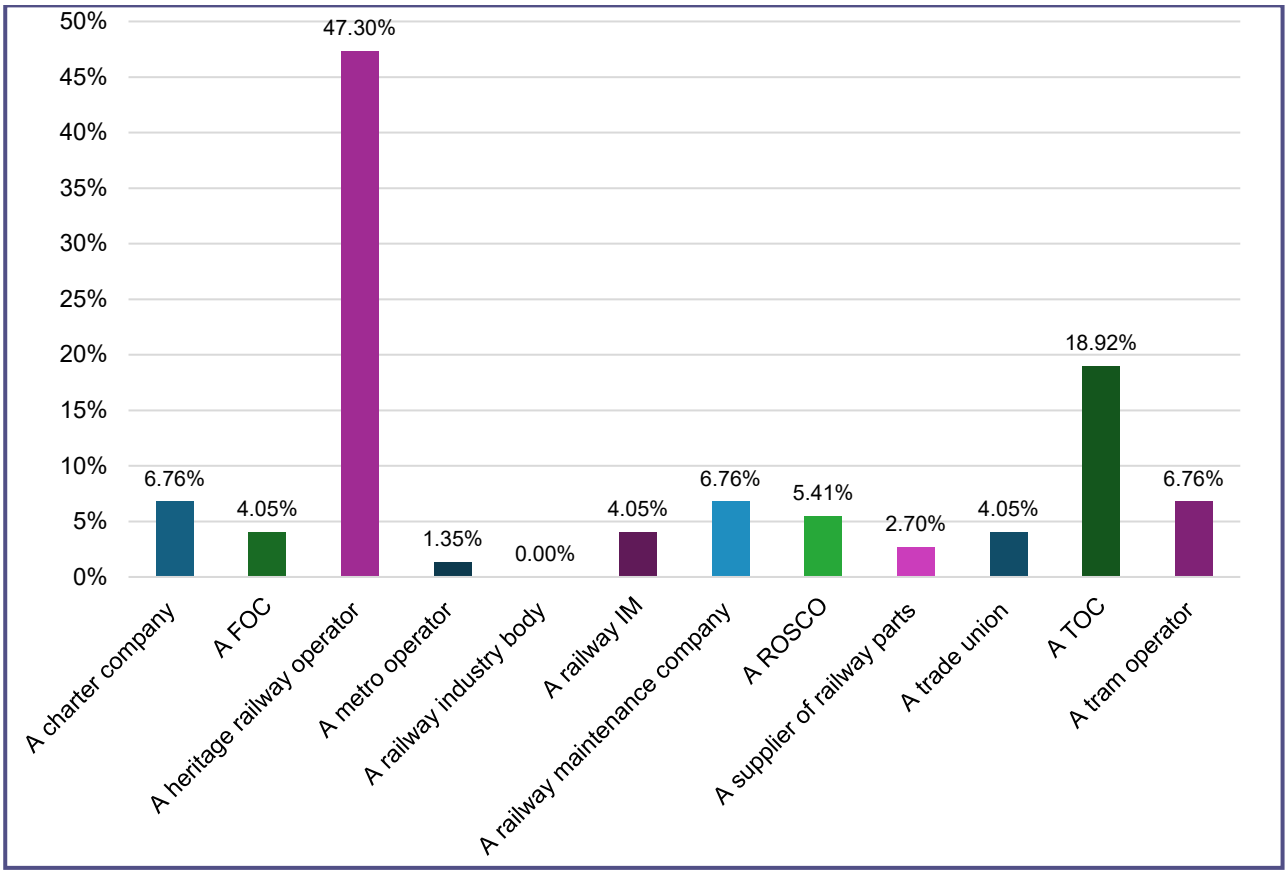
The exemption can be altered or withdrawn by ORR at any time during the five-year period of its validity. ORR continues to monitor compliance with the conditions of this general exemption during the period of the exemption.

This report shows the survey responses we received. It is split into three parts:

- **Annex 1**: displays the answers asked in the 2023 survey, through use of a visual chart and accompanying data table for each question;
- **Annex 2:** shows free-text responses to open-ended survey questions for respondents to further explain their answers; and
- **Annex 3:** provides explanatory notes.

Annex 1: Stakeholder Survey Answers

Q2: Are you responding as…



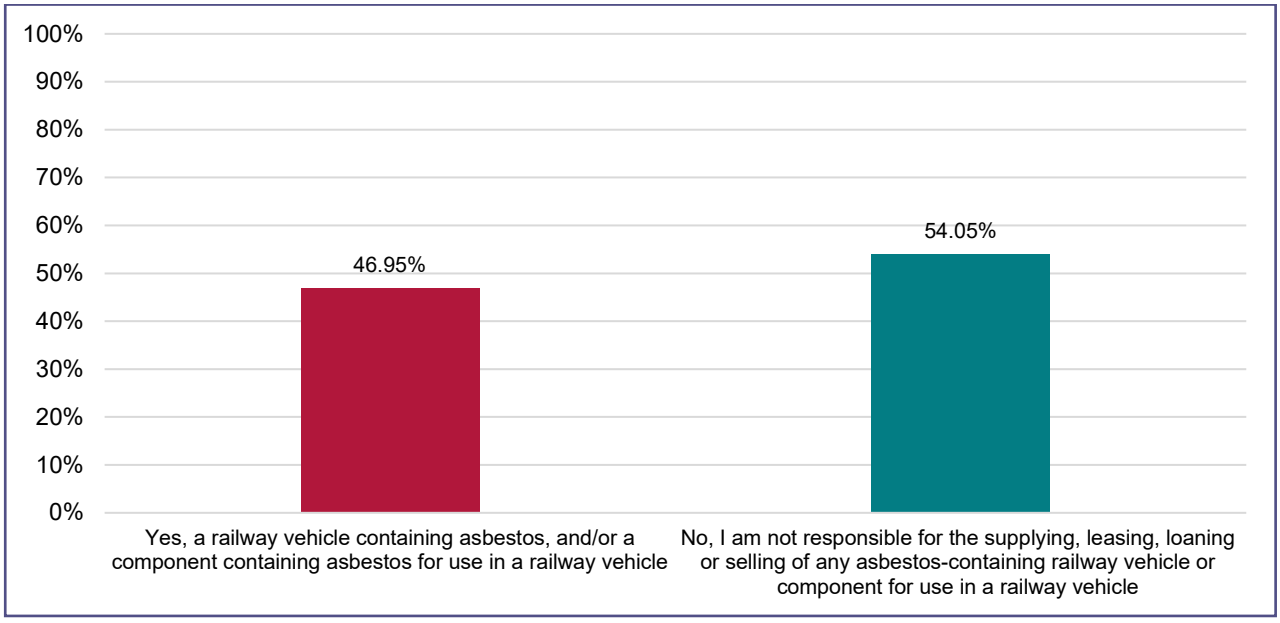
Total responses: 74 | Skipped: 0

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
A charter company	6.76%	5
A freight operating company ('FOC')	4.05%	3
A heritage railway operator	47.30%	35
A metro operator	1.35%	1
A railway industry body	0.00%	0
A railway infrastructure manager ('IM')	4.05%	3

A railway maintenance company	6.76%	5
A rolling stock leasing company ('ROSCO')	5.41%	4
A supplier of railway parts	2.70%	2
A trade union	4.05%	3
A train operating company ('TOC')	18.92%	14
A tram operator	6.76%	5

OTHER (PLEASE SPECIFY)
A registered railway museum and charity with operational rolling stock.
A heritage tram operator
Engineering Consultancy
A heritage tram operator
Museum (Static)
Rail vehicle owner

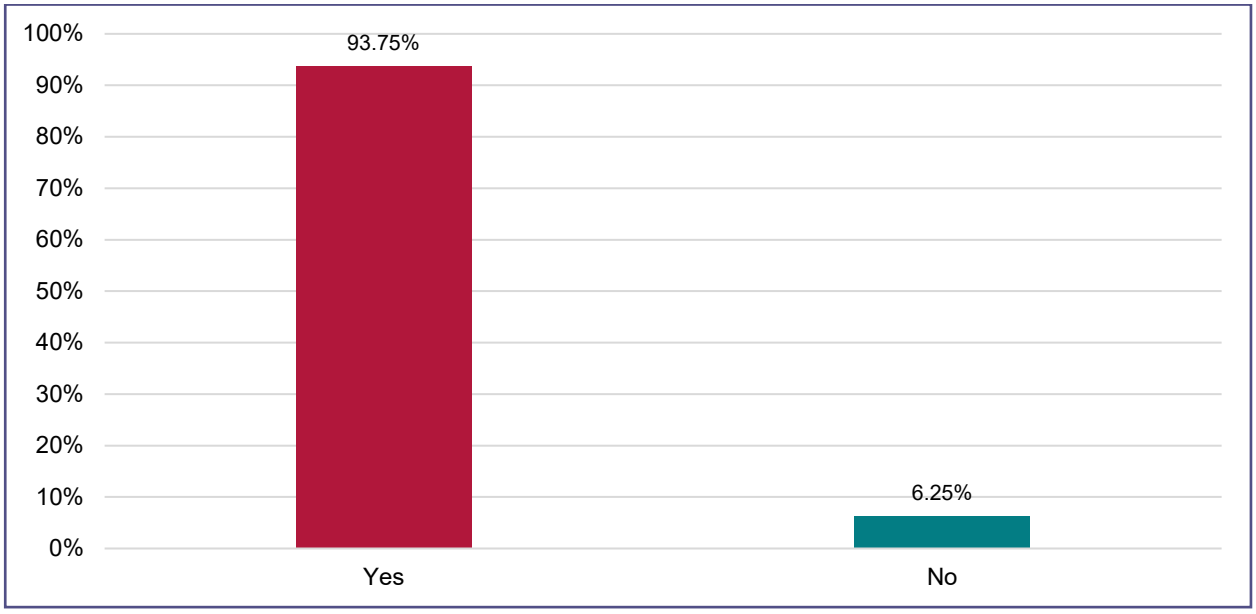
Q3 Are you responsible for the supplying, leasing, loaning or selling of the following?



Total responses: 74 | Skipped: 0

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Yes, a railway vehicle containing asbestos, and/or a component containing asbestos for use in a railway vehicle	45.95%	34
No, I am not responsible for the supplying, leasing, loaning or selling of any asbestos-containing railway vehicle or component for use in a railway vehicle	54.05%	4

Q4 Are you aware of ORR's exemption for placing onto the market railway vehicles and components containing asbestos for use in railway vehicles?



Total responses: 32 | Skipped: 42

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Yes	93.75%	30
No	6.25%	2

Q5 Are all of the conditions set out in the exemption sufficiently clear and comprehensive? These are:

i) the railway vehicle and/or any component for use in a railway vehicle was in service or installed before 1 January 2005;

ii) the person is able to demonstrate that any risks to human health arising from the placing on the market of the railway vehicle or component for use in a railway vehicle containing asbestos, have been properly assessed and are adequately controlled;

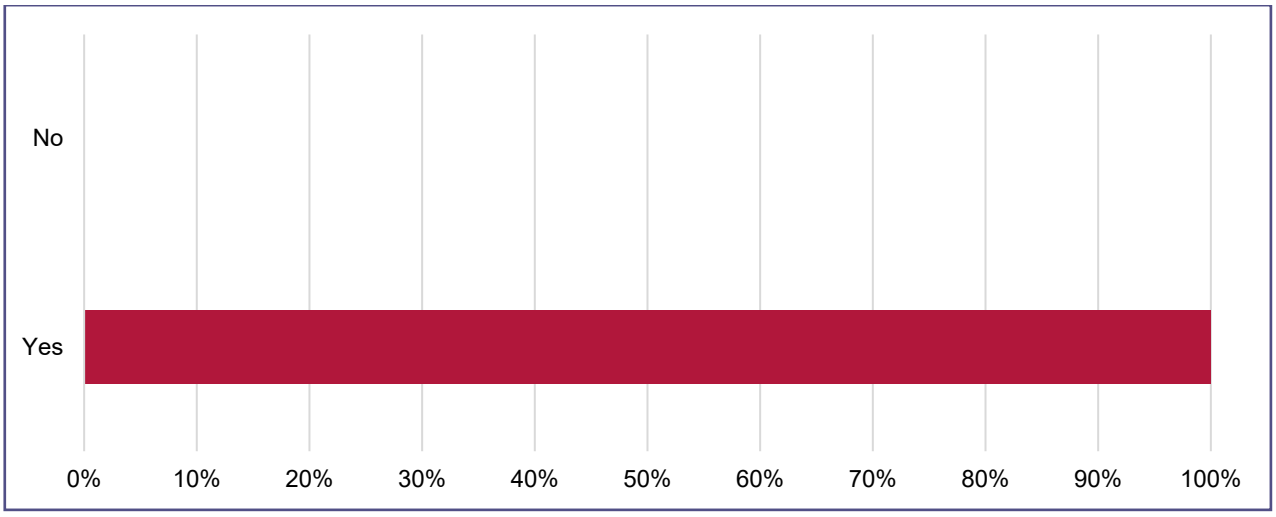
iii) the person takes any reasonable opportunity to remove asbestos from railway vehicles to be placed on the market, unless it can be demonstrated that the removal of asbestos would increase the risk to human health;

iv) the person replaces asbestos-containing components for use in railway vehicles with non-asbestos equivalent parts, when such parts exist and when reasonable opportunity arises, unless it can be demonstrated that the risks to human health are adequately controlled and the functionality of the railway vehicle would be compromised by replacement of the part with a non-asbestos equivalent;

v) the person makes a record of the location, type and condition of asbestos in the railway vehicle or any component for use in a railway vehicle, before placing it on the market. The record produced for this purpose must be made available to any person to whom the railway vehicle, or component of a railway vehicle, is supplied, or who will be a user of the railway vehicle or component of a railway vehicle. This record must be of sufficient clarity to allow another person to take appropriate precautions to control the risk of any exposure to asbestos;

vi) the person must keep a record of the number of railway vehicles and/or components for use in railway vehicles which are believed to contain asbestos indicating those which are on loan or lease to others and the names and addresses of those persons. These records must be provided to ORR when requested; and

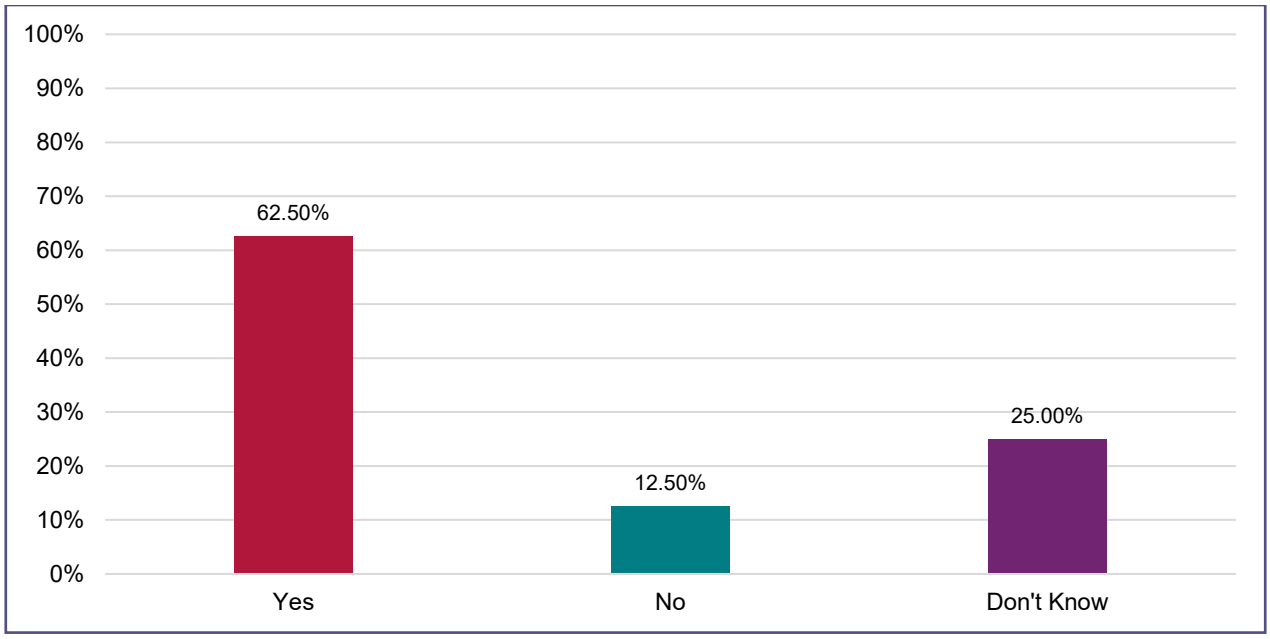
vii) all other relevant obligations under The Control of Asbestos Regulations 2012 and REACH as appropriate are complied with.



Total responses: 32 | Skipped: 42

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Yes	100.00%	32
No	0.00%	0

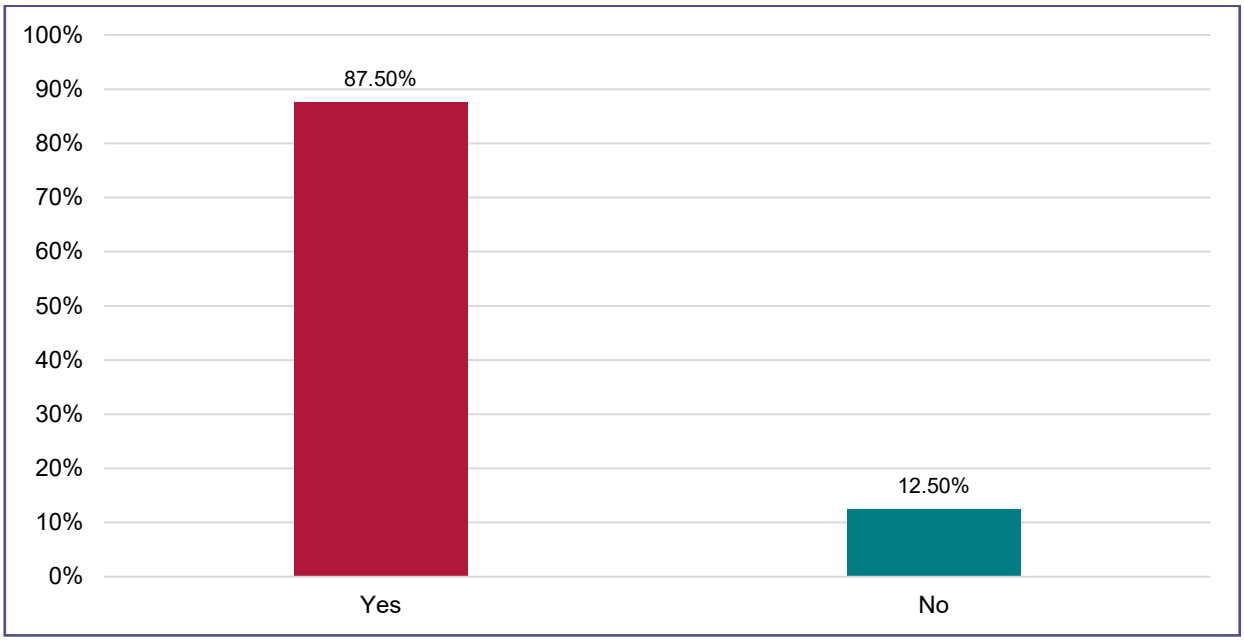
Q6 Thinking back over the last 5 years, has the current exemption, including conditions iii and iv, supported efforts to remove asbestos from rail vehicles, or the replacement of asbestos containing parts with non- asbestos alternatives? Please explain your answer fully, including any estimates you have for the amount of removal/replacement during the last 5 years.



Total responses: 32 | Skipped: 42

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Yes	62.50%	20
No	12.50%	4
Don’t Know	25.00%	8

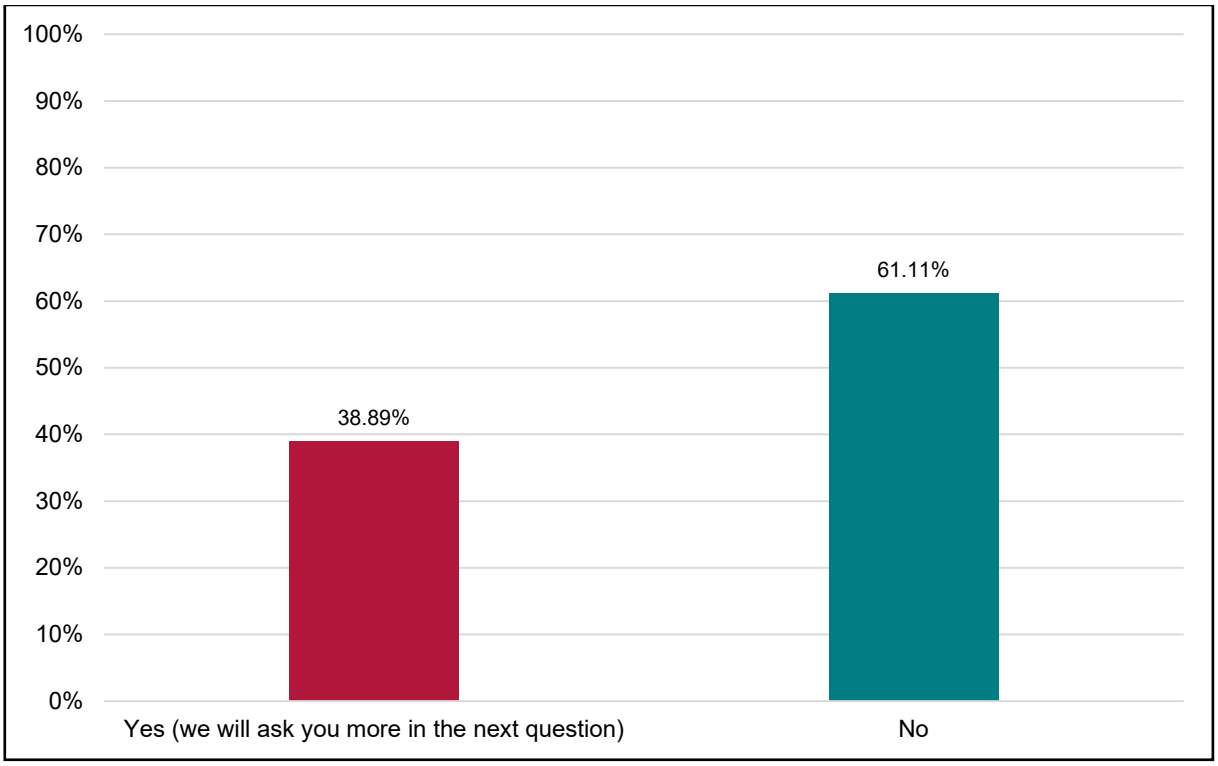
Q7 Do you think any changes should be made to the exemption as a whole, any specific condition, or ORR's guidance (RIG-2014-01)? Please explain the reason(s) for your answer.



Total responses: 32 | Skipped: 42

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Yes	87.50%	28
No	12.50%	4

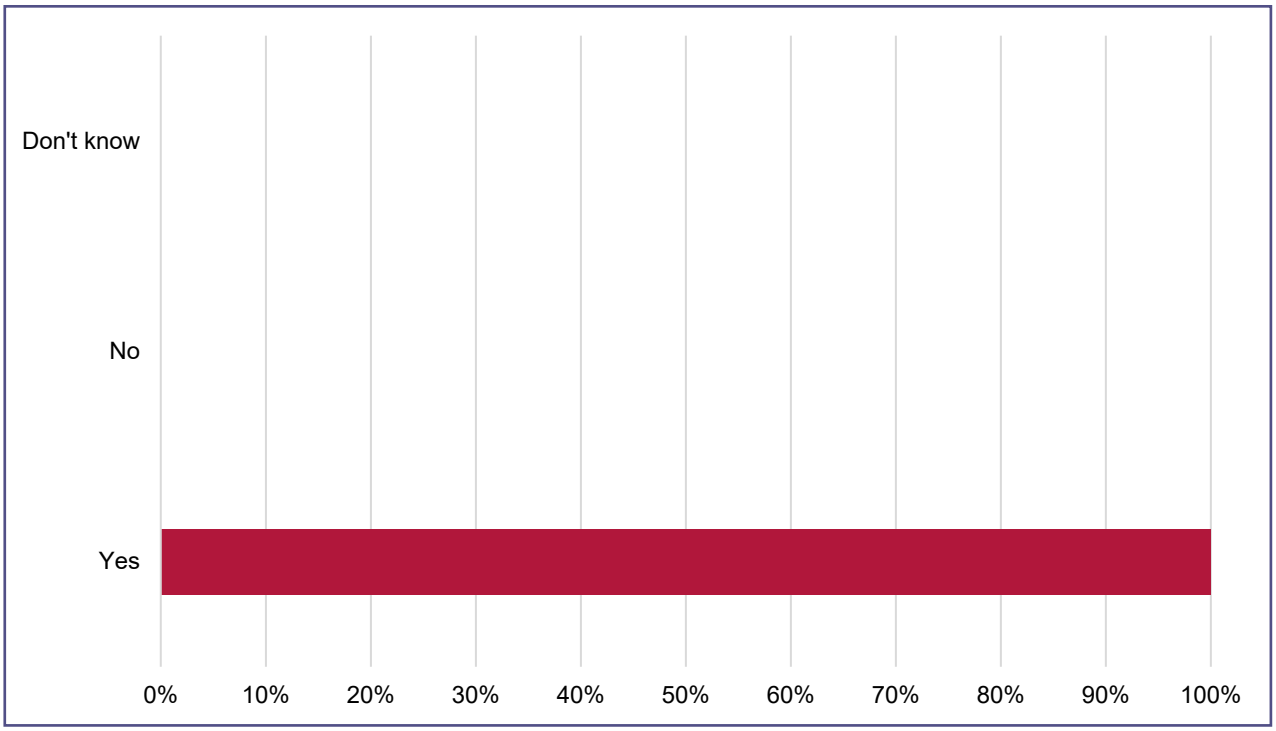
Q8 In the last 5 years, have you been supplied, leased, loaned or sold an asbestos-containing railway vehicle or component for use in a railway vehicle?



Total responses: 72 | Skipped: 2

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Yes (we will ask you more about this in the next questions)	38.89%	28
No	61.11%	44

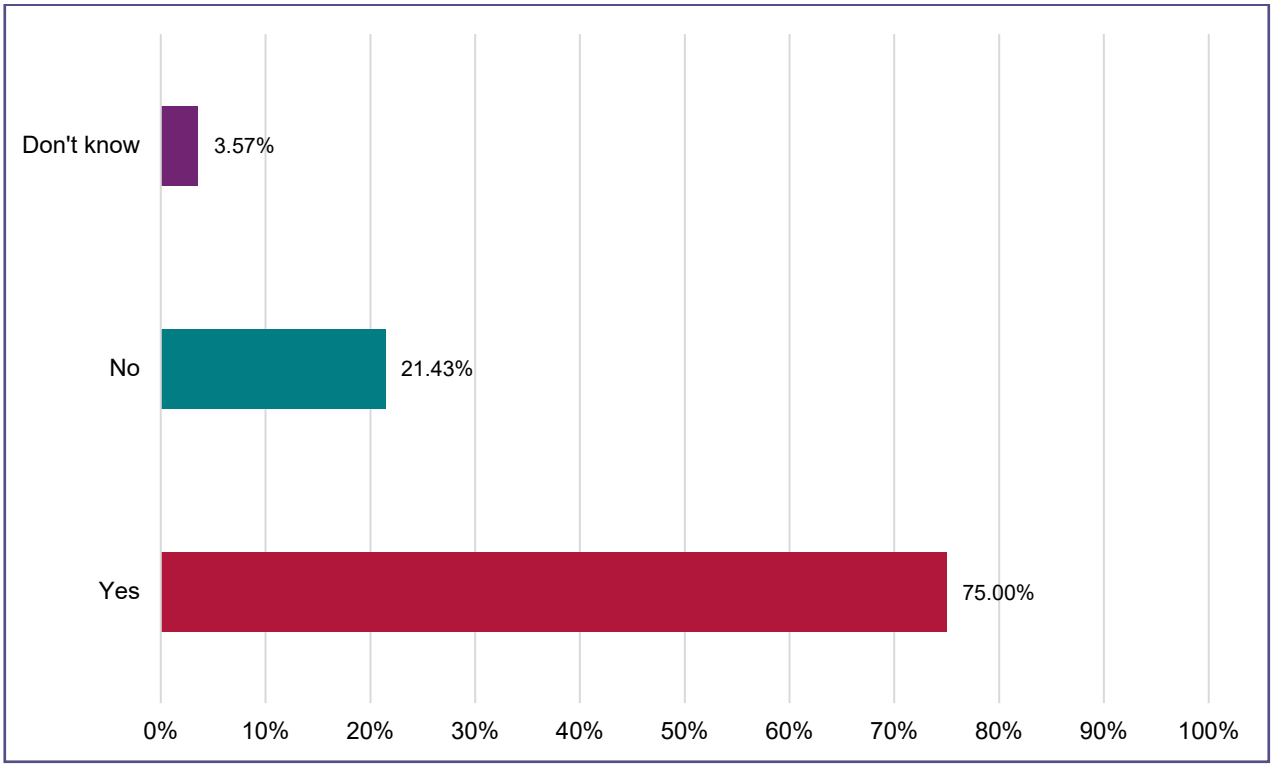
Q9 Was the railway vehicle or component for use in a railway vehicle which you were supplied, leased, loaned or sold (in the last question) in service or installed before 1 January 2005?



Total responses: 28 | Skipped: 46

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Yes	100.00%	28
No	0.00%	0
Don't know	0.00%	0

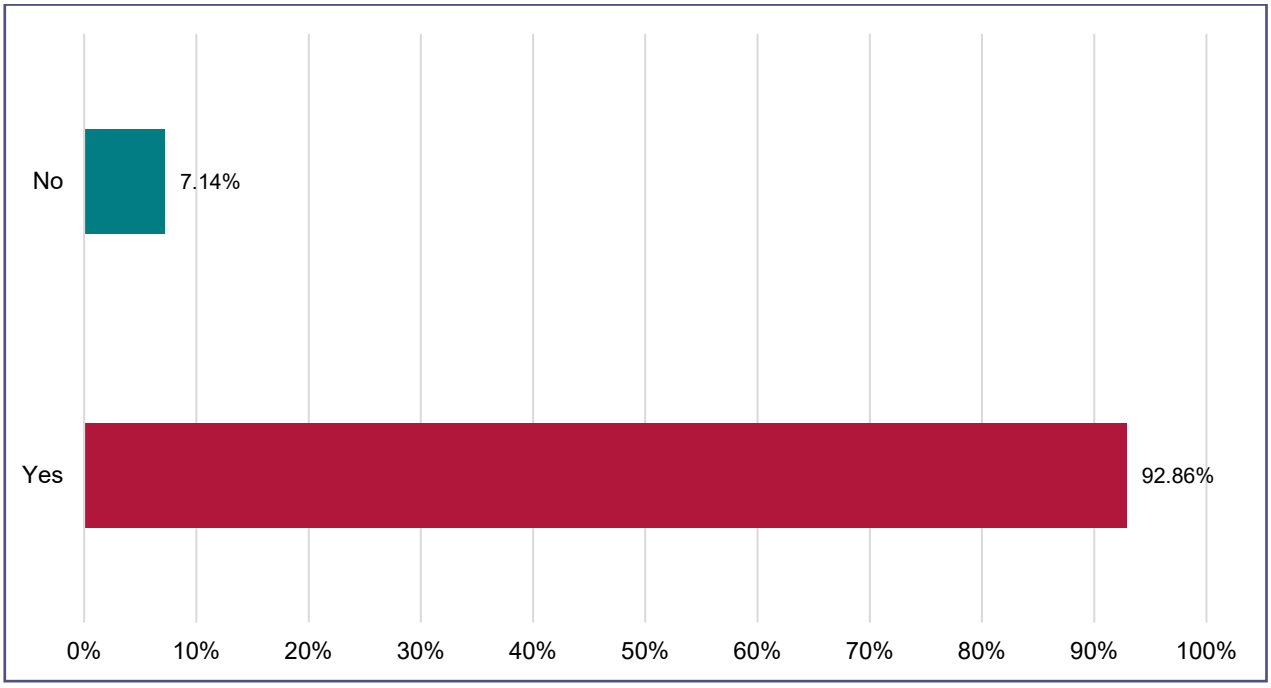
Q10 Was the railway vehicle or component in the last question accompanied by clear records of the location, type and condition of asbestos in the railway vehicle or any component for use in a railway vehicle?



Total responses: 28 | Skipped: 46

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Yes	75.00%	21
No	21.43%	6
Don't know	3.57%	1

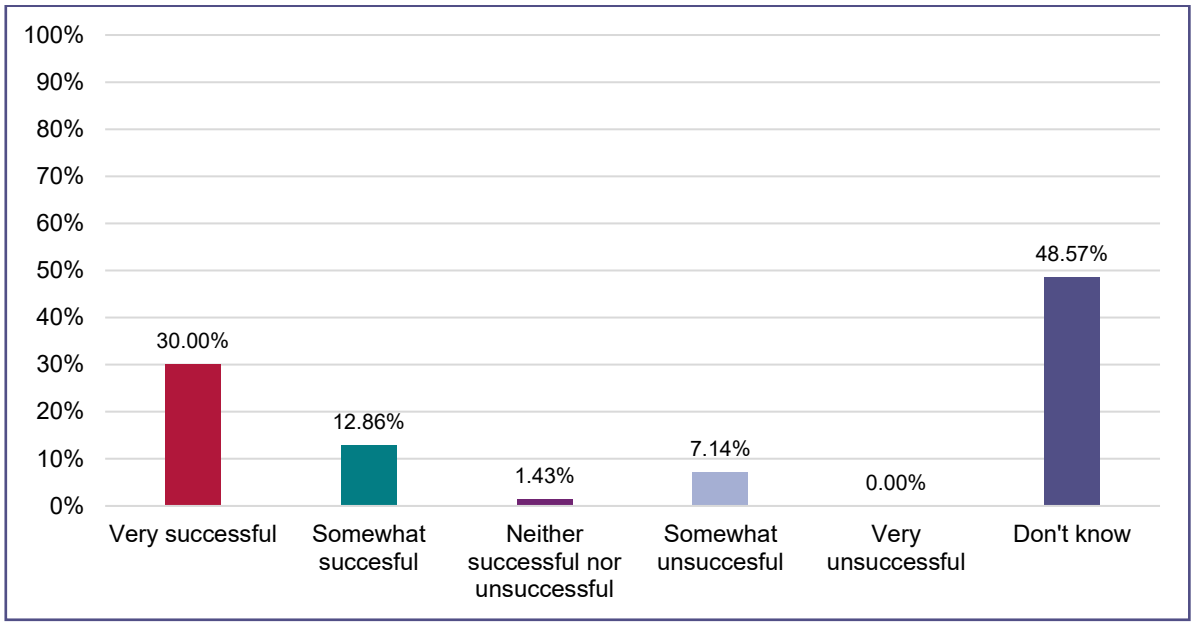
Q11 Did these records in the last question allow you to take appropriate precautions to control the risk of any exposure to asbestos?



Total responses: 28 | Skipped: 46

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Yes	92.86%	26
No	7.14%	2

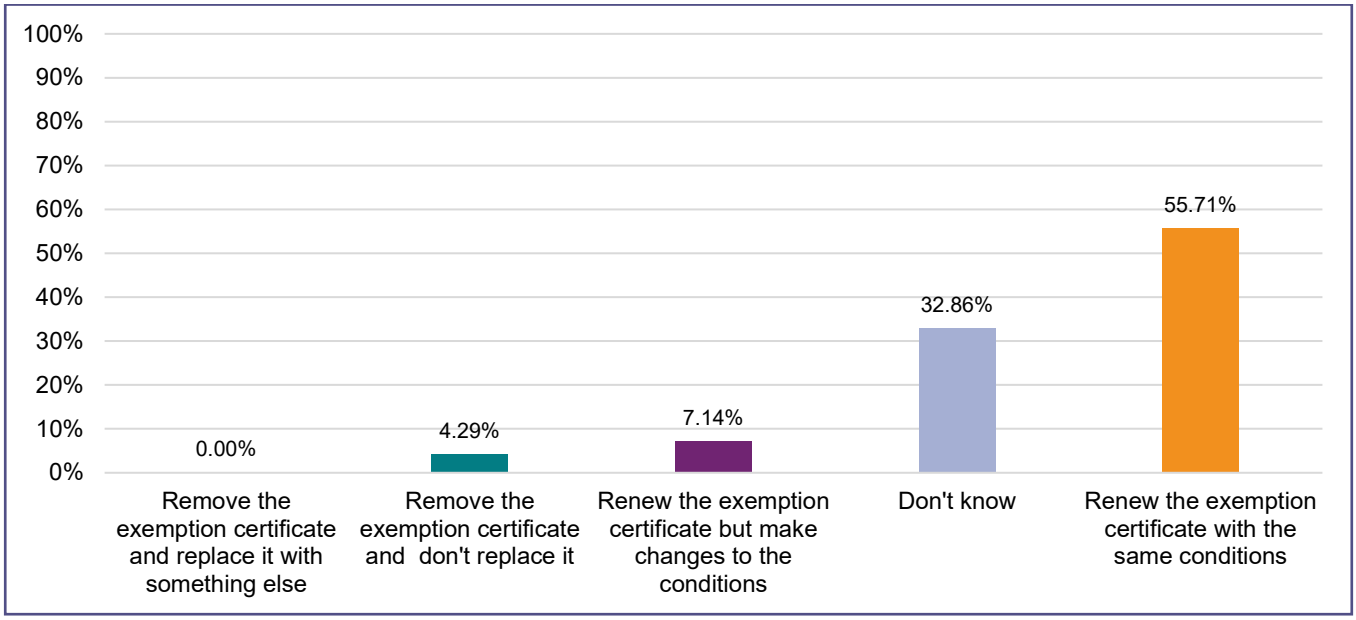
Q12 To what extent has the current exemption certificate been successful in ensuring a high level of protection to human health from asbestos- containing railway vehicles or components for use in a railway vehicle?



Total responses: 70 | Skipped: 4

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Very successful	30.00%	21
Somewhat successful	12.86%	9
Neither successful nor unsuccessful	1.43%	1
Somewhat unsuccessful	7.14%	5
Very unsuccessful	0.00%	0
Don't know	48.57%	34

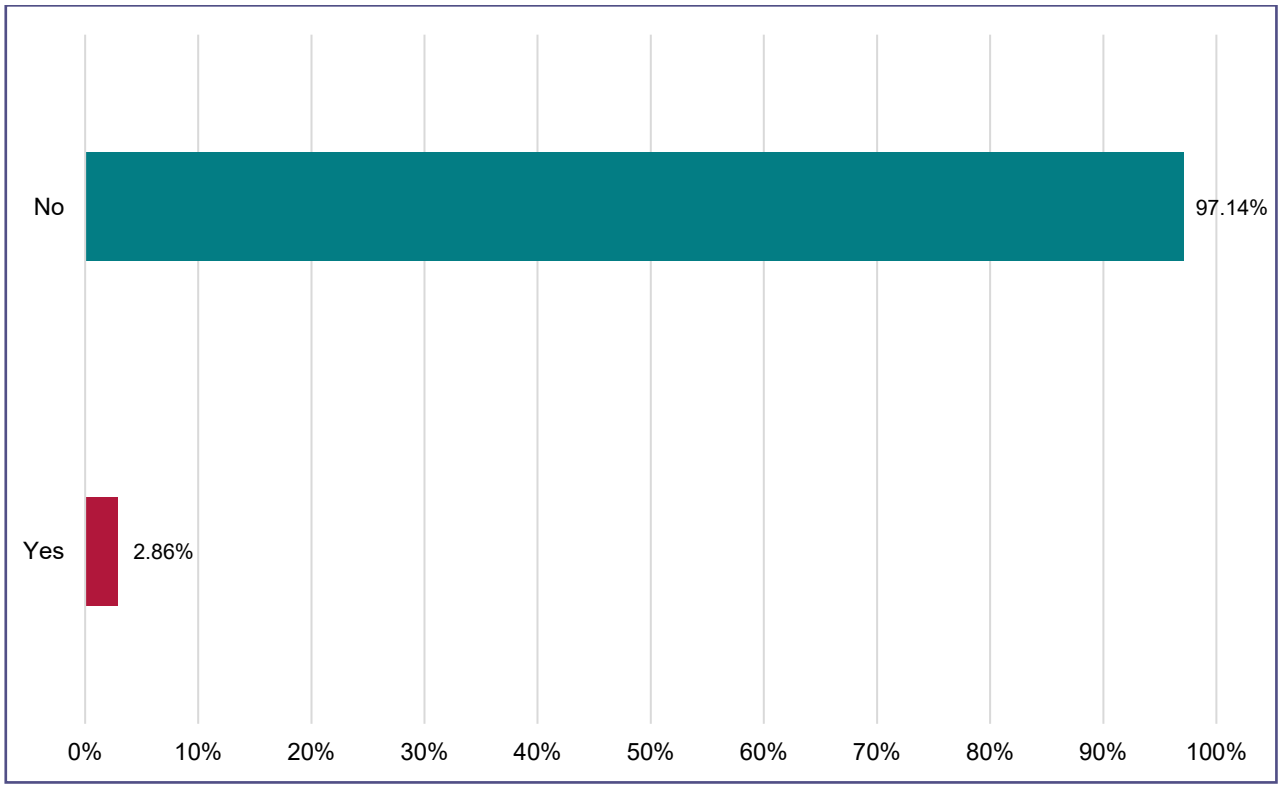
Q13 What would be your recommendation for the next steps for the exemption certificate?



Total responses: 70 | Skipped: 4

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Remove the exemption certificate and replace it with something else	0.00%	0
Remove the exemption certificate and don't replace it	4.29%	3
Renew the exemption certificate but make changes to the conditions	7.14%	5
Don't know	32.86%	23
Renew the exemption certificate with the same conditions	55.71%	39

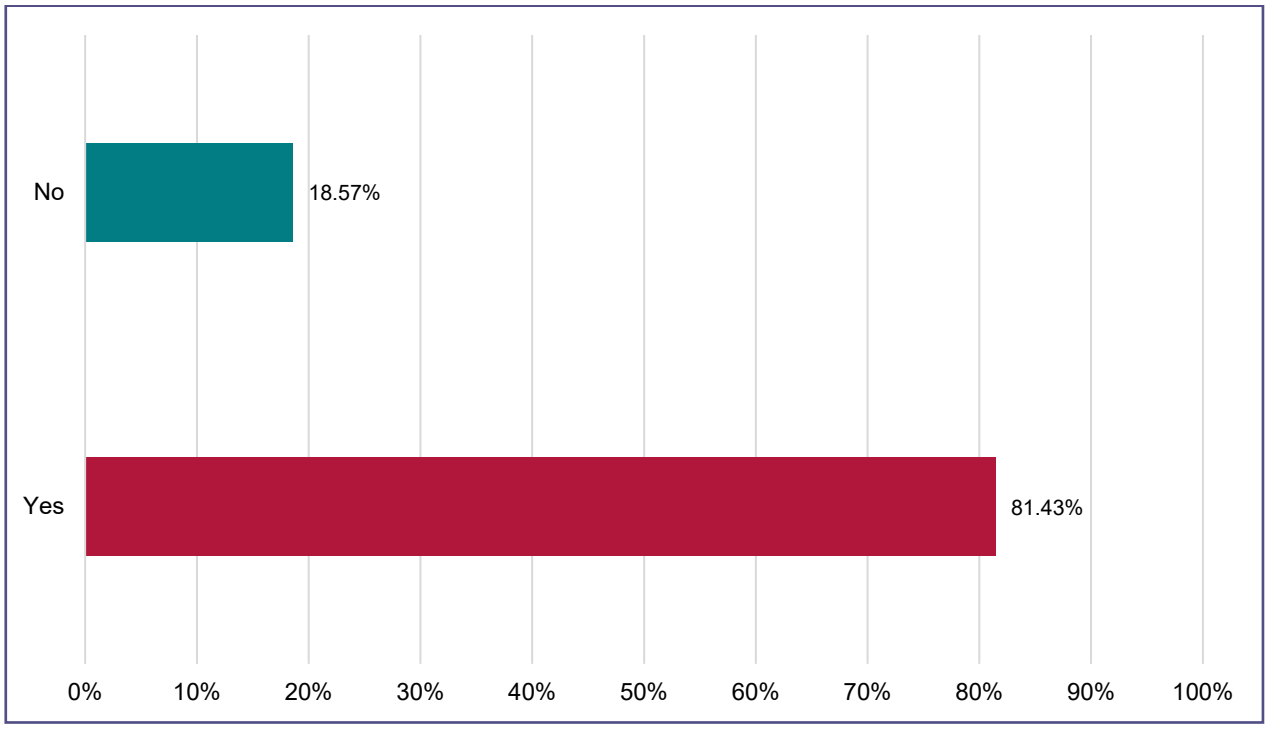
Q14 Do you have any additional comments in relation to the exemption certificate?



Total responses: 70 | Skipped: 4

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Yes	2.86%	2
No	97.14%	68

Q15 Thinking about managing asbestos on the railway more broadly, do you think this is being managed well, or do you have areas of concern and suggested areas for improvement?



Total responses: 70 | Skipped: 4

ANSWER CHOICES	RESPONSES (%)	RESPONSES (No.)
Yes	81.43%	57
No	18.57%	13

Annex 2 – Stakeholder Survey Comments

Most survey questions allowed respondents to provide an (unlimited) free text comment to explain their answers (as shown in Annex 1).

The bulleted list below contains all the comments we received, grouped for each question. In line with the privacy arrangements for the survey, responses have been anonymised.

Details for Question 1 are not shown as these gathered each respondent's contact details. Question 2 asked about the respondents' type of organisation and did not ask for further comment.

Survey Questions and respondents' answers

Q3: PLEASE EXPLAIN YOUR ANSWER, INCLUDING ACTIVITY OVER THE LAST 5 YEARS

- [The Respondent's organisation] owns a number of vehicles certified to operate on the main line network. These vehicles are operated on behalf of [the organisation] by, at present, a freight operating company. The vehicles were purchased on the basis that they are free of asbestos containing material, as per the regulations in existence in the industry at that time regarding the transfer of ownership and responsibility. However, some small components may contain traces of asbestos.
- Short term loan of Diesel locomotives containing asbestos material in arc chutes. Short or long term loan of heritage coaching stock potentially containing asbestos materials. Materials may be found on steam heat pipes, heat proof material and associated with buckeye coupler spacer plates. Numerous short term loans over the last 5 years to other heritage railway operators.
- We are a narrow gauge railway operating a mixture of our own historic and new build locomotives and rolling stock. There is no asbestos in our carriages, any asbestos insulation, steam flange jointing or gland packing in locomotives was removed many years ago and replaced with modern equivalents. We have constructed rolling stock and overhauled locomotives for other narrow gauge operators but no asbestos is/was used.
- Within our fleet of approx 4500 rail vehicles we have a number of older wagons that contain/can contain asbestos liners in their bogies. As at August 2018 we had a total

of 60 wagons confirmed as containing asbestos and 154 had the potential to have had asbestos liners fitted. Following a programme of inspections, replacement and wagon disposal over the last 5 years as at August 2023 we now have 44 wagons confirmed as containing asbestos and 8 wagons with the potential to contain asbestos - all of which are off hire

- [The Respondent's organisation] leases vehicles from several ROSCOs.
- We are a train operating company, leasing rolling stock from ROSCO
- The [Respondent's organisation] owns and leases a variety of rolling stock in the UK market, covering passenger & freight operations together with a small portfolio of specialist use rolling stock. A number of vehicle types were constructed at a time where asbestos was commonly used in rail vehicle construction
- [The Respondent's organisation] has asbestos containing rolling stock vehicles and undertake overhauls and maintenance upon these vehicles. We have also sold vehicles to 3rd parties.
- We have loaned two coaches in November and December for the last two years to another heritage railway and are planning on selling surplus stock in the near future.
- We have in the past sold vehicles / Components
- [The Respondent's organisation's] trains contain asbestos bonded in insulation material (Icon) and in body smoothing filler (Beker). The organisation works in partnership with its sister company [redacted] to provide [redacted] train services between [redacted] using these trains.
- We do not knowingly have any trains in operation that contain asbestos. However we do operate vehicles that were built in 1975-1982 containing small amounts of asbestos that was subsequently removed by British Rail. We do not know how effective that removal was.
- As part of Museum Outreach activities tramcars have been and are loaned to other museums and heritage organisations for operation and also non operational vehicles are loaned for display purposes only. Where tramcars are loaned to other museums for operation the conditions meet the exemption within REACH for Heritage vehicle exemption certificates. The vehicles loaned for display only qualify for Museum exemption certificates. There were relevant activities between 2018 and 2022 but for illustration in years prior, tramcars were loaned to two operating museums,

[redacted], each for a period of less than two weeks. A further tramcar was loaned to [redacted] for operation for a weekend.

- [The Respondent's organisation] have leased and operated rolling stock containing asbestos. This was in relation to the HST fleet which was withdrawn from service in May 2021. [The organisation] also operate locomotive 08899 which contains asbestos in the exhaust silencer. This locomotive has been on lease to [redacted] between March 2022 and August 2023. The locomotive is now on lease to [redacted].
- Steam heat pipe lagging on Mark 1 Coaches
- We have one vehicle (railbus 79960) on loan to another heritage railway [redacted] containing encapsulated asbestos.
- [The Respondent's organisation] leases around 4,000 rail vehicles and there are a small number of fleets from the British Rail era that are known to contain small amounts of ACMs. Since the last certification, there have been a number of vehicle disposals which has reduced the number of operational vehicles that still feature ACMs.
- Possibly undetected asbestos present Although most of our operations are with rolling stock based on the [the Respondent's organisation], we do hire rolling stock in and out for special events each year and we may also sell surplus components that may contain asbestos.
- [The Respondent's organisation] as a registered charity owns a number of Class 43 HST power cars and Mk3 trailers for the purpose of displaying and operating them in the heritage sector, both on the mainline network and heritage railways. The vehicles themselves are largely asbestos free, with only encapsulated seals on battery charger transformer lids, which are marked and not routinely disturbed. Any of these transformers which have failed and been replaced will have non- asbestos gaskets, but all lids are marked.
- we offer professional consultancy services only, we do not supply physical product within this industry
- Responsible for potentially loaning of heritage tramcars to other tramway museums. In the last 5 years there has been the loan of one of our tramcars to the [redacted] museum for a period of a few months

- The museum has not sold, leased, or loaned any items in it's collection that contain asbestos.
- If a railway vehicle was to be disposed of in any way it would be my responsibility to ensure compliance with legislation. No such vehicle has been disposed of in the last 5 years but this
- Possibly undetected asbestos present. The [Respondent's organisation] has sold Mk2 passenger vehicle's recently that may have contained asbestos containing materials. We have also hired or borrowed Mk1 passenger vehicles that may contain asbestos containing materials.
- No such sales
- [The Respondent's organisation] is a train operating company and has a number of fleets that are leased from a number of rolling stock owning companies these include trains that were manufactured prior to 1992. As such and working with the vehicle owners we have a quality management system that defines the actions to take in finding or suspecting the content of asbestos as well working with the existing library of information/ register from the asset owners
- [The Respondent's organisation] are the operator of [redacted] tram network, our vehicle are purchased and supplied by [redacted]
- Our organisation does not have a high turnover of rolling stock, however there was the potential transfer of a vehicle which contained asbestos within the last five years, although ultimately this did not come to pass. We have also had to transport vehicles (for example from a repair location) which do contain asbestos.
- Maintaining existing track and rolling stock on site.
- I represent an operator, not a rolling stock company.
- We do not, and have not, owned or operated any asbestos containing railway vehicles or components.
- The Company does not supply, lease, loan or sell railway vehicles or parts of
- We have no asbestos in our rolling stock
- We operate a number of Mark 1 and Mark 2 carriages (leased from our partner charity, [redacted]). Although the majority of these are asbestos-free, we have some

with limited amounts of enclosed asbestos material. As an when the coaches are subject to heavy overhauls, this is dealt with using licenced contractors.

- As of 01 January 2024, [the Respondent's organisation] will only lease Class 170, 220 & 221 vehicles which were built following the withdrawal of asbestos usage and have been managed as "asbestos free" from build (circa 1998-2003). [The organisation's] HST Fleet which did at build have asbestos fitted (and subsequently removed) will be withdrawn in October 2023. All physical asbestos media was removed at HST re-manufacture throughout 2007 and 2008 with the fleet certificated as "asbestos free" at the time, however trace elements were found in the bituminous colset substance painted on the inside of the bodyshell during the PRM-TSI conversion program through 2017-2020. On investigation it was determined that this was caused due to the proximity of the asbestos shop and the colset shop at the [redacted] when the vehicles were originally built with no intention for asbestos to be present within the colset. This presented a risk only when drilling through the bodyshell and has been managed appropriately.
- We currently have a Railway Locomotive out on Loan to [redacted] Museum. It has been at [redacted] Museum since October 2010
- Possibly undetected asbestos present. As an independent rail vehicle engineering company, we are often tasked with repair projects that require the use of used parts and these can contain asbestos. Also, we own a number of rail vehicles that may contain asbestos and it is likely that we will trade these vehicles on the open market whether by rental, lease or sale.
- As an Infrastructure Manager, Station operator, [the Respondent's organisation] does not partake in any business involving the supplying, leasing, loaning or selling of any railway vehicle or component for use in a railway vehicle.
- We lease 378 and 710 for our network trains which do not contain any Asbestos
- We maintain trains, we do not lease, loan or sell trains
- We do not supply lease or loan any vehicles containing asbestos
- No rolling stock at [the Respondent's organisation] has every contained asbestos all new build for the line
- Hire of heritage carriages both in and out which contain asbestos
- We have short term loaned 2 vehicles to other heritage railways for additional capacity for special events

- Narrow gauge railway with locomotives owned by City Council who have had them checked for asbestos by contractors when they came onsite.
- whilst there are no current plans to dispose or otherwise of any asbestos containing vehicles, our records confirm that we do have some.
- All asbestos was removed from our engines etc over 10 years ago
- Possibly undetected asbestos present We have acquired and sold railway carriages, in an un-restored as disposed of by BR condition, without knowledge of whether they contain asbestos or not. Before we restore any vehicle we would, and have in the past, carried out asbestos surveys.
- [The Respondent's organisation] is a [redacted] that has operated in the GB rail industry since [redacted] and today organises and represents rail employees across the UK. Most of our members are to be found in the railways of Britain where [the organisation] has long been known as the [redacted], drawing our membership from those people who work as [redacted]. [The organisation] is recognised for collective bargaining purposes by all of the passenger and freight train operators as well as [infrastructure manager], many of its contractors [redacted and redacted]. Our members are in both the public and private sector.
- As the operator of IC225 vehicles, it is not considered that any vehicle or component contains asbestos.
- No Activity
- A number of our older heritage vehicles have suspected / identified asbestos content. We occasionally sell, lease or loan these vehicles.
- Possibly undetected asbestos present We hire vehicles that may contain residual asbestos. this is primarily diesel electric locomotives that may contain trace amounts in the electrical insulation material. In the last 5 years we have hired locomotives for main line operation and heritage use.
- From time to time [the Respondent's organisation] has loaned operational vehicles to heritage railways as attractions for special events such as enthusiast Gala weekends. They are operated by the host railway's own SMS but maintenance (and therefore potential to access to asbestos components) has remained under [the organisation's] control. [The organisation] has sold two surplus Mk1 carriage derivative vans to a heritage railway with the relevant technical file and asbestos register. [The organisation] operates a small fleet of class 37, 43, 56 locomotives and

Mk1 carriage derivative vans containing small amounts of asbestos components. [The organisation] operates these vehicles on trains serving commercial customers and [infrastructure manager]. These vehicles have been surveyed, risk assessed on a component basis and an asbestos register is maintained. We have commenced the lease of five class 43 HST Powercars from [redacted] and were supplied with their asbestos records. [The organisation] are seeking to increase the number of class 43s to replace class 37 locomotives on Infrastructure Monitoring trains for [infrastructure manager] as suitable vehicles become available and routes are cleared for class 43 operation.

- [The Respondent's organisation] owns, operates and maintains its own trains, tunnels, tracks and infrastructure. Our trains have been surveyed for the presence of asbestos and no asbestos containing materials have been identified within the body/structure of the trains or any component parts.
- We are in the process of selling heritage vehicles to align with our strategy of fewer, newer, greener
- We are the operator of a narrow gauge railway. With some small exceptions (eg clutch linings and old engine components), the type of rolling stock we use does not contain asbestos.

Q5: PLEASE CLEARLY EXPLAIN ANY CONDITIONS WHICH YOU DO NOT THINK ARE SUFFICIENTLY CLEAR, OR IF THERE ARE ANY GAPS

- N/A
- The conditions are sufficiently clear and can be illustrated by the methods used to meet the conditions: ii Risk assessments applied to each vehicle iii Opportunity to replace asbestos if possible takes place at major overhauls or during initial restoration. v Within the SMS are, detailed for each individual tramcar, are any locations of asbestos. vi Loan records with REACH exemption details are retained in the individual SMS vehicle records
- The guidance is clear.
- None
- Proposed change to clarify: We are aware of the Regs and have an asbestos register for our active vehicles and those under restoration however the Regs are unclear as to the obligations when selling a vehicle (in an unknown state as obtained from

another seller with respect to asbestos content) and such vehicles we have acquired and sold without knowledge of asbestos being present or not.

Q6: PLEASE EXPLAIN YOUR ANSWER

- During overhaul of coaching stock asbestos is removed from areas worked on. Localised removal is arranged where practical. At major overhaul of coaching stock asbestos is removed entirely where possible. The last vehicle to have all of the asbestos removed was BSO 9274. Asbestos has been removed from [the Respondent's organisation] steam locomotive fleet with alternative materials used. Asbestos is only found in limited areas on diesel fleet such as arc chutes and as yet no suitable alternative exists. Where possible asbestos in gaskets and seals has been removed from diesel locomotives always using a specialist contractor.
- See figures in answer to Q3
- Where asbestos containing components have been identified on our Class 150s and 319s, risk assessments have been undertaken.
- Guidance is used to formulate a plan that where relevant maintenance opportunity exists asbestos is removed and replaced with other suitable alternative materials on applicable rolling stock
- [The Respondent's organisation] fully supports and implements the REACH conditions in particular iii) and iv). At disposal of limited number of rolling stock assets in the past 5 years, we have fully previously stripped vehicles of known asbestos prior to selling on as the functionality was no longer needed e.g. fire proofing.
- Asbestos containing materials have not needed replacing during to date.
- When we have purchased vehicles we have been made aware by the seller any areas in the vehicles that may contain asbestos. If asbestos was thought to be present tests were carried out before any work was carried out on the vehicle and any asbestos removed safely. When our current vehicle undergo a major overhaul the same applies.
- Our answer relates only to Class 373 vehicles. We have not placed these on the market (other than for final disposal) in the past 5 years.
- Remove or replacement of Asbestos has been ongoing for at least 20 years at the Museum and these clauses just provide further confirmation of the most suitable manner of control. On electric tramcars the predominant use of asbestos products is associated with electrical switchgear. During a new restoration project all such items

are processed by controlled removal by authorised contractors and replacement made with glass fibre or related non-combustible materials. For the existing operating tramcars the opportunity is taken to replace asbestos products at major lift points in the maintenance cycle. During the last 5 years complete replacement has taken place on all components used in the current major restoration project (2014-2023), LCC No 1 and replacement materials on [redacted] tramcar 40. An ongoing programme is in place in the SMS for work to 2032

- [The Respondent's organisation] have not removed any asbestos from vehicles in the last 5 years. Asbestos that was left on the vehicles was controlled and persons involved in maintenance were aware. The components where the asbestos was related to could not be easily removed / replaced. The withdrawal of the HST fleet removed the majority of the asbestos on the fleet.

- It is our policy to remove asbestos from vehicles that require overhaul and/or material replacement in the areas which will be disturbed. This has been done on a few occasions in the last 5 years.

- Since the last certification [respondent's name redacted] has undertaken a number of vehicle disposals via accredited waste disposal contractors. Only 21% of the fleet portfolio, which are all BR era vehicles, remain with the potential to contain ACMs. These are managed by our Asbestos Data Sheets (AT/GN0006).

- We recognise our duty to manage asbestos in accordance with CAR 2012. Asbestos-containing materials have been removed from steam locomotives at previous overhauls because it is reasonably accessible but remains on some of our coaches, diesel locomotives and railcars. Historically, we have arranged for the removal of asbestos in areas that we have needed to access for repairs, maintenance and overhaul so that volunteers and employees are not exposed to asbestos. The exemption has encouraged us to arrange for planned removal programmes to eliminate asbestos not just from the working area but also from other areas that can reasonably be accessed at the same time.

- There is a lack of suitable available parts to replace the asbestos components.

- Any asbestos remaining in our vehicles is minimal and confined to areas that are generally only accessible when the vehicle is dismantled for overhaul. The presence of asbestos is assumed and not certain. It is not exposed.

- A very small amount of asbestos containing material has been removed from a steam loco undergoing overhaul (CAF gaskets). Otherwise, no asbestos containing media has been removed

- Low levels of contained asbestos that have already been assessed and previously deemed very low or no risk as HM events
- When we had a vehicle with asbestos in its floor scrapped, we ensured that the asbestos was properly removed before dismantling the vehicle.
- We have removed asbestos-based insulation from vehicles (using appropriately licenced contractors) at appropriate opportunities as part of restoration / overhaul work.
- As a static museum, it was decided that where Asbestos is not accessible by the Public, and also in a stable condition it should be encapsulated rather than removed so not to remove the Historical Value and completeness of the object. We also operate a full Asbestos Register which is on the City Council Asbestos Register and also have a specific object register which flags up the object is also contains an ACM, therefore only specialist access is given.
- Whenever a carriage is due for overhaul the asbestos register is consulted and any opportunity to remove asbestos is taken during overhaul, unless the costs are prohibitive, and it can be proven that the material is safely encapsulated with no risk of exposure. The ability to sell or lease vehicles has allowed the swap of two carriages between the SDR and another railway to help meet each railway's operating requirements, in turn this has meant that work to remove asbestos from those vehicles will happen more quickly as the overhauls will now take place rather than the vehicles remaining stored.
- Over last 5 years we have had asbestos removed from 4 vehicles, generally when vehicles are brought in for heavy repair, and the repair areas are contaminated, this is verified by independent asbestos survey and report. We have now completed asbestos surveys for all the passenger vehicles and reports for each vehicle is presented to staff prior to work commencing so they can be briefed and made aware of any asbestos risks, or arrangements can be made for removal if the work is likely to disturb the contaminated areas. Where necessary we have replaced asbestos boarding with modern heat resistant materials. We also recently donated a Class 207 DEMU to another charity, which was asbestos contaminated, the new keepers where presented with asbestos survey prior to transfer and they gave written agreement to take responsibility for dealing with the contamination.
- Prior to restoration work beginning, we arrange for a specialist contractor to carry out an asbestos survey and based on the results and the expert advice, we then remove

or encapsulate and label asbestos from the vehicles that are being restored for active use.

- We have reviewed engineered replacements for a number of asbestos (typically white) components on coaches and diesel locomotives in particular. This has been controlled and allowed us to reduce the amount of asbestos components in a safe and controlled manner.
- We have required customers to pay for the removal of all asbestos material that is likely to be disturbed during any repairs or overhauls we undertake. All such materials have been removed by approved contractors and certificates issued.
- The vehicles operated by [the Respondent's organisation] have been surveyed and risk assessed on a individual component basis. The output are recorded in the company's rail vehicle asbestos register which is reviewed every 3 years or when vehicle alterations are made. Due to work already undertaken whilst under previous ownership the amount of remaining asbestos is now considered minimal and centred around spark proof insulation for electrical equipment switch gear which is located in enclosures. All remaining asbestos components are within enclosures with limited access. Our assessments presently conclude these components would be changed when the vehicle was subjected to a significant upgrade or life extension refurbishment. All the vehicles concerned are 40+ years old and therefore the possibilities of future upgrade is dependant on current investigations on whether emerging technologies can be adopted to deliver our aims for carbon emissions reduction and sustainability.
- I think the preference is to leave alone and not do anything unless you have to.

Q7: PLEASE EXPLAIN YOUR ANSWER

- The current exemption places clear emphasis upon adopting a risk based approach for the management and removal of asbestos in rolling stock
- The conditions are clear and simple. [The Respondent's organisation] also has plans to dispose of the existing [redacted] rolling stock in the near future and require this exemption to facilitate the disposal. Where large number of rolling stock need asbestos removal, it is not feasible nor appropriate / safe to do it on site (i.e. at the depot). We may sell it it to a 3rd party processing specialist who would do this on our behalf.
- The exemption is fit for purpose

- A number of asbestos containing vehicles remain in service in the UK. The existing exemption provides an adequate framework for control of asbestos within these vehicles.
- Within the terms of the Asbestos Regulations and the available exemptions the current limitations are endorsed
- The guidance is clear and easily understood.
- Good control measure example Asbestos datasheets are maintained for fleets and these are available to stakeholders through the PADSnet documentation system. Requirements of certification are clear and the gradual vehicle asset disposal or asbestos deletion through overhaul works will see the risk further reduce over time.
- I believe that the current requirements are sufficient as asbestos is being progressively removed from rolling stock but will still be present in some areas, for example within electrical machines. The asbestos may only be accessible when the component is rebuilt so there is no risk during routine operation and maintenance. It is not reasonably practicable to remove asbestos in these cases until the machine receives a major overhaul, which is when the risk will occur. The important point is that the organisation contracted for the overhaul must be made aware of the risk and must be competent to manage it.
- The guidance appears reasonable
- The exemption as written clearly states the conditions under which it applies and is a reasonable approach.
- The guidance should be retained as it is.
- The exemption has proven to be effective
- We have such a low turnover of vehicles, that the current exemption is suitable and sufficient.
- I think further details for the heritage rolling stock that is maintained as static pieces should be brought into sections iii and iv. Whilst it is briefly mentioned in RIG-2014-01 smaller organisations probably don’t have the resources, knowledge or management to understand and implement this fully.
- The exemption gives enough flexibility to achieve our requirements whilst ensuring this is done safely.

- we think the conditions protect the H&S of others yet remain workable should a vehicle be sold or exchanged.
- Some guidance on the purchase and sale of vehicles obtained historically would be useful.
- We believe the current approach is proving to be a safe and economic means of dealing with low-risk asbestos in existing heritage stock. We feel it may be worth considering if a nominal date for the end of any future exemptions be communicated to minimise the financial impact of any sudden restriction on exemptions that would not allow sufficient time to resolve all remaining issues.
- [The Respondent's organisation) considers the exemption to be fit for purpose and pragmatic for maintaining small fleets of older vehicles for use in a rail freight market where there is limited availability of suitable replacement vehicles due to infrastructure constraints and/or emissions legislation for new vehicles. Depending on the customer, this is further compounded by economical considerations of making investments when competing with low-cost road haulage and the need to reduce infrastructure maintenance costs (all the vehicles containing asbestos operated by [the organisation] are currently supporting [infrastructure manager] infrastructure maintenance).
- The requirements (other than sale) align with ACM regulations, so I do wonder why another requirement is needed - albeit as it aligns I would say limited potential for confusion

Q10: PLEASE EXPLAIN YOUR ANSWER

- Asbestos register and removal documents supplied.
- The information supplied can be ambiguous and incomplete
- We have too wide a range of cases. One bought vehicle is unlikely to have had comprehensive records, but we sold it originally.
- The asbestos risk assessment was included with the method statement documents.
- HST vehicles leased from [redacted and redacted]. Asbestos backing board in battery chargers and around toilet water heaters
- There have been occasions where we have had to request information on asbestos as we were aware of its likely presence but the information was not being offered by the supplier. However, in most cases, the necessary information is provided.

- No clear records, but we knew where it was likely to be if it had not been removed.
- The organisations involved are familiar with the likely location of any asbestos containing materials in Mk1 and Mk2 coaches
- As per RoSco registers
- Our charity [Respondent's organisation] purchased a Mark 1 CK recently, containing limited amounts of asbestos-based insulation. The locations of this were clear.
- [The Respondent's organisation] HST Fleet which did at build have asbestos fitted (and subsequently removed) will be withdrawn in October 2023. All physical asbestos media was removed at HST re- manufacture throughout 2007 and 2008 with the fleet certificated as "asbestos free" at the time, however trace elements were found in the bituminous colset substance painted on the inside of the bodyshell during the PRM-TSI conversion program through 2017-2020. On investigation it was determined that this was caused due to the proximity of the asbestos shop and the colset shop at [redacted] when the vehicles were originally built with no intention for asbestos to be present within the colset. This presented a risk only when drilling through the bodyshell and has been managed appropriately.
- Asbestos surveys where presented to hirers of the vehicle, which they had to read and give written agreement that they accept the vehicle with contamination as detailed.
- Suspected white asbestos in HVAC system on BR Mk2 coach
- Some items supplied with records, others acquired with full knowledge of the location of the materials but no documentation. Inspections undertaken prior to vehicles being transferred to confirm locations.
- [The Respondent's organisation] leased five Class 43 locomotives from [redacted]. The leasing company supplies [the organisation] with controlled copies of their Asbestos Register giving details of the components on the vehicles

Q11: PLEASE EXPLAIN YOUR ANSWER

- Able to identify locations and set out controls
- [The Respondent's organisation) is very familiar with asbestos uses within our own rail vehicles so all appropriate precautions are taken.
- BR removed the asbestos but we do not have records for its removal.

- The risk assessment included the action required to mitigate the risk, in this case full encapsulation and sealing.
- Vehicle maintenance instructions identified asbestos locations and actions to be taken
- The risk has usually been very low as the asbestos has been in locations that we do not need to access during operation and maintenance of the rolling stock.
- N/ A - please see the answer to the previous question.
- As above - the likely location of asbestos containing materials in Mk1 and Mk2 coaches is known.
- managed when required or referenced
- Yes, the asbestos was fully enclosed and this controlled the risk until such time as it can be removed during overhaul (the carriage is currently out of use awaiting full restoration)
- [The Respondent's organisation] HST Fleet which did at build have asbestos fitted (and subsequently removed) will be withdrawn in October 2023. All physical asbestos media was removed at HST re- manufacture throughout 2007 and 2008 with the fleet certificated as "asbestos free" at the time, however trace elements were found in the bituminous colset substance painted on the inside of the bodyshell during the PRM-TSI conversion program through 2017-2020. On investigation it was determined that this was caused due to the proximity of the asbestos shop and the colset shop at the [redacted] when the vehicles were originally built with no intention for asbestos to be present within the colset. This presented a risk only when drilling through the bodyshell and has been managed appropriately.
- There are well established de facto routines within the industry
- Ensuring that the areas where adequately treated with sealing paints and mediums, and warning vinyls displayed where needed.
- The suspected asbestos was sealed (by BR??) within the HVAC system. The risk of removing parts for testing was considered greater than leaving intact.
- Materials are removed by contractors before any work is undertaken that exposes the material.

- Following review of the information, [the Respondent's organisation] updated our Asbestos Register with the information supplied by [redacted], this reference is reviewed every 3 years or whenever changes are proposed to be made to the vehicle.

Q12: PLEASE EXPLAIN YOUR ANSWER

- The exemption certificate has highlighted the responsibilities of all involved in the containment of risk within the industry and third-party users.
- Reduction in total number of asbestos containing vehicles. Still present in most coaching stock however greater control has been applied in identifying it's location and understanding as to requirements for working on the vehicle. Where work is to take place where asbestos materials are present a specialist contractor is used to make the area safe. Work ongoing to improve controls around arc chutes on diesel locomotives. Greater collaboration with other users of arc chutes containing asbestos materials.
- We are not involved in operating Mark 1 carriages or similar vehicles.
- It has enabled us to locate asbestos components fitted to our wagons and based upon condition remove them where required
- Do not have visibility of the data to confirm either way, successful or not.
- Guidance & other documents are making a positive encouragement for the progressive phase out of asbestos within rolling stock in the UK
- [The Respondent's organisation] has a hazardous materials team who already work closely with the rolling stock engineering and operational maintenance teams to ensure human health safety.
- Being made aware of the asbestos status of any vehicle before purchase ensures that appropriate measures can be taken (if required) before any work starts on that vehicle or are taken into account if that vehicle is intended for further use in its current condition.
- [The Respondent's organisation's] experience applies only to Class 373 trains. We have owned and operated these since new and the asbestos issues are well known and understood.
- For our activities we have used the Museum sector and Heritage vehicles exemption certificates according to our requirements either for operation or static displays.

- Very limited involvement with the exemption certificate so not able to comment
- The fleets at risk from ACMs are known and this is recorded and shared with stakeholders. The current arrangement allows for rolling stock to continue in use while the risk is managed. Where possible ACMs are removed if practicable and HSE guidance for managing removal of ACMs is readily available. Asbestos data sheets are referred to in vehicle maintenance and overhaul instructions so that maintenance staff are aware of the hazards.
- As asbestos has been progressively removed from rolling stock and components and because rolling stock manufactured after 1990 has generally been asbestos-free, the awareness of the asbestos risk is diminishing. This is covered by training and awareness campaigns but the potential presence of asbestos may not now be a consideration for those involved in rolling stock hire. For the exemption to be effective, all those who may be involved in placing rolling stock or components onto the market need to be aware of the asbestos risk.
- From [the Respondent's organisation] experience the ability to hire heritage loco's or railway vehicle that may still contain elements of asbestos for charter services is aided by this exemption and allow such to be hired in a manner that controls asbestos.
- Our experience of the matter is too limited to comment.
- n/a
- I do not have sufficient knowledge, experience or information to be able to make a subjective assessment
- I haven't seen any health data that allows me to make a judgement on success or otherwise of the exemption in protecting human health
- We haven't had any such experience
- Not relevant to my organisation.
- I do not believe exemption certificates are applicable to modern 2nd generation tramways
- The exemption certificate has been successful in protecting human health from high-risk situations such as using brake pads or blocks containing asbestos. However, it does not address legacy issues. For example, until 2021 [the Respondent's organisation] operated Class 483 on [redacted]. In the event of a collision is would

have been possible for asbestos to be disturbed and persons exposed to it. Although this was unlikely it was still possible until the fleet was withdrawn.

- As we have not been involved directly, hard to tell. Probably has had a successful impact.
- We have not had cause to take advantage of the exemption, so have not evaluated its usefulness,
- Company has not had to use or refer to the exemption certificate
- N/A
- The initial certification overlooked the subsequently found asbestos traces within the colset. This was retrospectively found upon investigation.
- As a static Museum which is part of [redacted], we have strict procedures which for ACM's we have to follow also. This fits in with H&S regs and ORRS certification also, so whilst we have checked we complied with these, these weren't the way markers that we measured ourselves against.
- Not involved in railway vehicles.
- Not applicable
- Not applicable
- It's allowed more progression with overhaul and thus removal of asbestos from railway carriages that otherwise would not have been able to be sold or leased, and therefore there may not have been the resource available to overhaul and thus remove the asbestos.
- not applicable
- Although the asbestos surveys have been completed and they have highlighted general areas of contamination and asbestos types, there are other areas outside the general survey we have found contamination. The requirement under REACH obligates vehicle sellers, hirers to ensure the information is shared so at least hiring or purchasing bodies have key information as to the risks they are importing. Also to check that the contamination does not represent risk to public or staff.
- All passenger carrying carriages have been built in house out of wood and metal.

- As a museum, we have taken the view that we will remove ACM's wherever these have been identified. This applies to transport as well as other collections. We have therefore not utilised the exemption available to us. We are also unable to sell items from the collection, and any transfer of items to other museums would be in accordance with that museum's asbestos policy.
- as per previous answer - it's workable
- We are aware of the issues surrounding asbestos and believe we have acted in an appropriate and responsible manner.
- No data appears to have been published to make an objective assessment. The harm caused by asbestos can take many years to manifest itself (mesothelioma has a latency period of around 40 years whilst lung cancer and asbestosis between 10 and 25 years) and, as the HSE notes, by the time a diagnosis is made, it is usually too late to make life saving interventions. It is also not known how many railway vehicles are covered by the current exemption certificate and whether any have been modified under controlled conditions in order to remove the asbestos.
- Not well publicised
- Asbestos removal has been controlled as and when it is safe to do so, rather than interfering with asbestos that is intact, sealed and of no risk.
- Asbestos material is removed when work is undertaken that would expose the material or if a full overhaul is being undertaken.
- [The Respondent's organisation] considers the exemption to be fit for purpose and pragmatic for maintaining small fleets of older vehicles for use in a rail freight market where there is limited availability of suitable replacement vehicles due to infrastructure constraints and/or emissions legislation for new vehicles. The ORR guidance with the exemption has been useful for the considerations being made during the transfer of vehicles between entities and when reviewing the rail vehicle asbestos register.
- No asbestos containing materials identified, therefore, question is not applicable.
- I put this down do general industry understanding of managing asbestos which is behind other industries (this is an opinion)
- No view on this matter.

Q13: PLEASE EXPLAIN YOUR ANSWER

- A proven system with track record and understanding from all users is in place now.
- The present system is a good fit for our needs.
- If we were contracted to carry out work on an asbestos containing rail vehicle we would either request an asbestos survey from the customer or ensure the vehicle had a thorough survey carried out and any ACMs removed by a competent asbestos specialist.
- Renewing under the same conditions will allow us to remove all remaining asbestos components within the next 5 year period
- There has been no modifications on the Class 150s or Class 319s that may have disturbed the Asbestos containing components.
- The current exemption is fit for purpose
- A number of asbestos containing vehicles remain in service on the UK Network. The exemption provides a framework for practical management and transfer of these vehicles within the franchise and contracting framework of the UK Rail industry.
- We see no specific reason to amend the status quo. The [Respondent's organisation] can see some advantage in using the ORR exemption.
- With the reduction in asbestos containing rolling stock due to withdrawal and scraping then there is a natural removal of the material.
- The current conditions are appropriate. In the past 4 years there has been a gradual reduction of ACMs across the affected fleets through vehicle disposals and specific asbestos removal in accordance with an approved methodologies.
- The existing conditions are sufficient but need to be accompanied by an awareness campaign.
- Heritage loco's or railway vehicle may still contain elements of asbestos that are safer left in place until such a time as they can effectively be
- Difficult to assess, but probably renew with the same conditions.
- n/a

- The current conditions seem to be reasonable and achievable from a practical perspective.
- The current exemption certificate allows the status quo to be maintained as long as there is no danger to human health, reducing the need for unnecessary expenditure and work
- The exemption certificate has allowed heritage railways to operate satisfactorily with pre-2005 vehicles. If the system is working and there are statistics to support this then lets not change it.
- From our limited knowledge the current system seems reasonable
- Not relevant to my organisation.
- [The Respondent's organisation] as the Operator, operate a modern fleet of vehicles with no existing asbestos materials used
- We do not believe we should any rolling stock containing asbestos.
- There is a concern amongst [the Respondent's organisation] engineers that certain components which exist in both asbestos-containing and non-asbestos forms (such as brake blocks and pads) are made in the same factories. Therefore a condition could be added to ensure that adequate safeguards exist to prevent cross-contamination.
- We have no interest for ourselves in the renewal of the certificate as non-users of asbestos, but would not wish other heritage operators to be unreasonably disadvantaged. The conditions in the existing certificate appear to be adequate and will result in a gradual and controlled withdrawal of asbestos if applied as currently written.
- Company has not had to use or refer to the exemtion certificate so could not comment
- N/A
- We support the current exemption, as long as it is not used by unscrupulous persons to avoid dealing with asbestos.
- I would suggest undertaking a review into potential trace element risks and a review of previous assumptions when awarding certification.

- Not involved with railway vehicles.
- Conditions are quite rigid as they are.
- Not applicable
- Not applicable
- The current situation works well for the [Respondent's organisation] and therefore we would be happy to proceed as we are now.
- Not been involved in asbestos stock
- The current system in my view works well and does not require any fundamental change.
- As per comments above regarding historic acquisitions.
- The importation, supply and use of asbestos has been banned since 1999. Nearly a quarter of century later exemptions are allowing it to continue to be used. The House of Commons Work and Pension Select Committee looked at "The Health and Safety Executive's approach to asbestos management" and published its report in July 2022. That report was concerned with asbestos in buildings and made recommendations about the need for the HSE to gather a systematic picture of the current problem and called for a strategic plan to be put in place to remove this cancer-causing material. The same principles should be applied to railway vehicles.
- No changes required
- As per our answer to Question 12 - The ORR guidance with the exemption has been useful for the considerations being made during the transfer of vehicles between entities and when reviewing the rail vehicle asbestos register. [The Respondent's organisation] considers the exemption to be fit for purpose and pragmatic.
- No asbestos containing materials identified, therefore, question is not applicable
- More emphasis on removing and justification for not doing so to improve overall industry health standards
- No view on this matter.

Q14: IF YES, PLEASE EXPLAIN YOUR ANSWER

- The [Respondent's organisation] can see some advantage in using the ORR exemption for loans to other operating organisation.
- N/A
- N/A
- Not applicable

Q15: PLEASE EXPLAIN YOUR ANSWER AND PROVIDE DETAILS OF ANY AREAS OF CONCERN OR SUGGESTED AREAS FOR IMPROVEMENT

- Consider a centralised register or passport system for vehicles containing asbestos for greater portability and consistency of approach.
- We have a proactive asbestos management policy and are removing ACMs around our railway when and where possible - for example, we recently employed a specialist contractor to remove ACM signalling cable troughing as part of a power supply upgrade to a signalbox.
- No concerns
- It should be incumbent on the owning/leasing company to provide TOCs with photographs of known ACMs (asbestos containing materials) within their T&RS asbestos data sheets manual.
- Management of control of asbestos containing components in other areas of the railway such as Infrastructure, stations etc how is this done?
- Whilst exemption supports progress regarding rolling stock in the UK a similar approach could yield improvements in other non-rolling stock areas of the industry, this being areas such as lineside equipment cases or other building facilities used by the UK railway industry.
- I think it is managed well and there is very good awareness throughout the industry of asbestos in older rail vehicles.
- In my experience, the management of asbestos and asbestos contamination is well managed. Some of the records are of doubtful value but we use testing, where there is doubt.

- The Asbestos Regulations have been in place for sufficient generations to be generally understood in rail-based activities and asbestos management has proved to be effective.
- From a [Respondent's organisation] view we are very aware of asbestos and the management of it including components and vehicles.
- Concern over asbestos in depots that are under NR management - this includes robust monitoring and removal
- In the past 2 years it has become concerning how much the price of asbestos stripping has increased (circa quadrupled). This price rise gives a significant challenge for lower income heritage lines to fully comply with conditions iii & iv as even minor asbestos strip costs become greater than the value of the vehicles themselves. The definition of 'Reasonable Opportunity' in the conditions can therefore be argued to have changed on these economic grounds. There is no easy answer to this, other than that it is imperative that the exemption remains in place in the interests of common sense, so that safe vehicles with managed and stable asbestos content can continue to operate around the wider heritage industry.
- The affected fleets are known and datasheets are maintained and shared with stakeholders via PADSnet. The position of ACMs on the [the Respondent's organisation] fleets is better now than the position in 2019 when certificate No.2 was issued and this trend will continue. I would be concerned with any mandatory asbestos removal requirement as successful ACM management needs to be on a case by case basis and sometimes it is safer to leave the ACM alone or encapsulate it rather than removing. The current conditions allow for a case by case approach and should remain.
- As already mentioned, it is important that all those involved are aware of the asbestos risk. The general level of awareness is reducing as very few people now encounter asbestos through work so there is a need to maintain awareness in heritage rail not just in engineering but also in operations and commercial.
- Probably yes - but difficult to assess due to limited experience. The fact that the ORR is undertaking this process indicates that the issue is being carefully considered. We were unaware of the exemption certificate and suspect that many other smaller heritage railways will be in a similar position.
- The control of asbestos is being managed in a practical way.

- I think that everyone would like to see all asbestos removed entirely from all rolling stock etc but it is unlikely that this will be achieved within the current lifetime of the vehicles. Statistical health data for the heritage sector would be beneficial.
- Yes, but there is always the possibility of some unknown component lurking. All that we know of is listed.
- Asbestos is likely to be of concern in pre and post war railway buildings as with schools, hospitals, and other public buildings.
- Yes to managed well. No to areas of concern or improvement.
- In general I believe that safety is being maintained without unnecessary disruption to the railway for passengers and freight.
- I believe that the industry is taking appropriate steps to mitigate the risk to health.
- On the whole the industry is taking the issue very seriously and the process broadly works however there is always opportunity for improvement.
- I feel Asbestos is being managed well within the heritage sector.
- Regret unable to provide any detail to the answer on this question as [the Respondent's organisation] has no knowledge or experience of the issues of asbestos in railway vehicles. We have no concerns about asbestos in any building on our railway station, and no issues have been raised.
- Trains are well covered but stations appear more exposed, especially with the current ways they are owned and managed.
- It is being managed well as we do not supply, lease or loan
- Confident it is well managed on the [redacted] with an effective and safe approach. Unable to comment on other heritage railways but suspect it may not be consistently well managed across the sector.
- We have a good register of asbestos containing materials and always dispose of items by recognised contractors, even if we are not 100% sure whether there are ACMs present.
- Not applicable
- On numerous occasions if we have bought or hired a vehicle, the hiring bodies have not submitted records, and this has not been known requirement by hiring or selling

body. I think further comms are required to remind organisations of the requirements under REACH.

- I think there is some confusion in some quarters around the management of ACMs being taken to mean 'eradication'. In conversation with other museum's about loans, for instance, this has come up and we have one item that has been on loan to a number of operators, whose owner [redacted] now require the asbestos that has until now been managed, to be removed, at the current borrower's expense (a change in terms of the original loan). Gaskets and jointing seem to particularly cause this anxiety, and often the removal rather than, say, encapsulation, is quite destructive to the originality of the rolling stock.
- we believe we are able to effectively manage asbestos within the regs / exemption.
- We believe our current practices and asbestos register, along with our current practices and procedures for the management of asbestos are appropriate.
- The picture is unclear. We are aware that asbestos management may vary between companies. We know that [infrastructure manager], for instance, maintains records of buildings that contain asbestos in their asbestos risk management system database. In March 2021, that database listed 4335 premises containing asbestos but there were others where the substance was presumed (no data provided for the second category). Reports from [the Respondent's organisation] members have also identified places where they are required to work that contain asbestos - for instance, in a tunnel under [redacted] where structures examiners are required to carry out periodic inspections (unsure if that is on the [infrastructure manager] database or not). What is unclear is whether the railways have a coordinated plan for the management of asbestos, who leads on that if it exists (is it [infrastructure manager], as the landlord in many cases?) how many properties have not been assessed and what monitoring arrangements (and removals) are taking place? The risk from asbestos remains a clear and present threat with thousands of people across the UK still dying each year - and unknown numbers potentially at risk.
- No areas of concern
- No concerns
- Broadly yes. However, based on the level of visibility and awareness of this exemption, we feel that although the exemption and asbestos management is well controlled by some heritage railways there are many who operate with little awareness at all.

- As far as our company is concerned, the management of asbestos is fit for purpose.
- Within the industry our impression is safety professionals and engineers take the hazard of asbestos seriously and have an good understanding of the risks and mitigations required. The presence of asbestos is reducing year upon year as older vehicles / equipment is being upgraded or replaced.
- [The Respondent's organisation] has a robust asbestos management procedure and associated processes in place for dealing with the small amounts of asbestos still in place in some of our premises.
- The general awareness of the risks and the controls surprises me - other industries have had effective campaigns to highlight to workers and employers the risks and required actions.

Annex 3 – Explanatory Notes

Explanatory note for all questions

A total of 74 survey responses were received. Whilst all respondents answered the first and second questions, subsequent questions were skipped by some respondents, with as few as 28 respondents for questions 9, 10 and 11 (noting that these three questions are related to one another and contingent on having responded “Yes” to question 8). The number of responses for each question are shown below each graph in Annex 1.

Explanatory note addressing incomplete surveys

We received three incomplete survey submissions, each of which were a duplicate response from the respondent, and two complete survey submissions from the same respondent. Emails were sent to each respondent where any answers differed from the completed submission and survey responses were adjusted as directed. These responses are captured in the Annex 1 and 2 graphs, tables and comments, respectively.

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