

Paper from Neil Shaw - AIGT

The AIGT met Jon Butterworth, Director NGT, who is responsible for the Transco Emergency and service provided to IGTs under the various Emergency Contracts, at this meeting the following key points were discussed.

1. NGT stated that it proposes a licence condition for IDNs to provide the NTS with a call handling and first call emergency response, this point does not seem to be covered in the DISG paper.

2. On the basis of 1 above Jon stated that he would therefore support a case that the provision of emergency services to IGTs should also be set out in a licence condition for Transco and IDNs, the AIGT would support such a proposal.

3. IGTs currently have contracts in place for two or three of the following services:

- call handling
- emergency work, (this is for first response and repair under certain limitations in peak periods)
- post emergency meter work

Two issues arise that Transco have been unable to confirm to date:

- a) which of the first two contracts above contains the despatch activity?
- b) what are the arrangements for the post emergency meter work contracts?

Both these points were raised by myself at early DISG meetings and remain unresolved.

4. The main purpose of the recent meeting with Transco involving most IGTs and HSE was to review the risk assessment Transco should have undertaken in preparation for these proposals, this has not yet been provided and I remain of the view that as we receive services under a contract from a single entity at present we have a duty of care to ensure that the provider has assessed the risks properly and is able to demonstrate to our satisfaction that the service can be delivered to an equivalent level. The HSE review of the Transco safety case will not determine if the disaggregated services to IGTs is satisfactory as Transco's Safety Case is only relevant to its own Networks. It could be that the changes Transco proposes form material changes to an IGTs Safety Case but we are to date unable to determine whether or not this is the case without access to the Transco Risk Assessment. I expect an email from Jon Butterworth by the end of this week to respond to this point but as I am about to leave the office and will not be in Monday I thought it important to get this point across as it stands. If these changes are material to an IGT Safety Case then of course this may have an impact on the proposals Transco are making.

This risk assessment point was raised by myself at an early DISG meeting and remains unresolved.