



**BRITISH
TRANSPORT
POLICE**

Report to: Audit & Risk Assurance Committee
Agenda item: 6.3
Date: 31 May 2013
Subject: BTP Strategic Risk Report
Sponsor: Deputy Chief Constable
For: Information

1. PURPOSE OF PAPER

- 1.1. To advise members of changes to the British Transport Police (BTP) Strategic Risk Register (SRR) since the last submission to Audit Committee on 19 March 2013. The SRR is attached at Appendix A.

2. UPDATE ON THE MANAGEMENT OF STRATEGIC RISKS

- 2.1. The following table indicates the current ratings of all strategic risks. Risks in italics signify risks that are considered to be as low as reasonably practicable (ALARP):

↓Probability ↑	Probable and Imminent (4)		SR65		
	Probable (3)		SR56 SR64	SR66	
	Possible (2)		SR61		
	Remote (1)			SR41	
	Impact →	Minor (1)	Moderate (2)	Significant (3)	Major (4)

- 2.2. One new risk has been added to the Strategic Risk Register (SRR) since the last review of risk management by Audit Committee:

A lack of progress against the Information Assurance Maturity Model (IAMM) means that the Force is not protected from security incidents and breaches.



This risk was identified following the appointment of the BTP Information Manager and collates a number of risk entries that had been recognised at operational levels across BTP in relation to various aspects of Information Management including Information Security. The initial meeting of the Information Management Board has taken place and will direct the governance approach to achieving the required level of IAMM compliance. This meeting will alternate with Information Assurance Board meetings which will provide the evidence base to support higher level reporting including the Management Assurance Return.

- 2.3. The March meeting of Audit Committee noted that the Strategic Risk entry relating to the Single Police Force for Scotland would close on 1 April 2013 with the inception of the new Scottish Police Service. The closure of this risk was completed on 2 April 2013.
- 2.4. A further Strategic Risk entry, relating to BTP's ability to respond to a terrorist attack has been recommended for closure following the inclusion of a clause in the Anti-Social Behaviour, Crime and Policing Bill which will allow BTP to licence Authorised Firearms Officers in the same way as territorial police forces. With the inclusion of this clause, maintaining the ability to respond appropriately to terror related threats to the rail network represents business as usual for the Counter-Terrorism Support Unit. The progress of the Bill which was announced in the Queen's speech setting out the legislative timetable for 2013-14 will be monitored as part of the controls for the legislative anomalies risk (SR65).
- 2.5. The March meeting of Audit Committee also noted that the specific risk in relation to police powers under Section 172 of the Road Traffic Act 1988 should be escalated to the BTPA as a first step to escalating the risk to the DfT. A risk assessment has been forwarded to the BTPA for addition to the BTPA SRR which sets out the potential financial risk from claims resulting from the unlawful use of powers, as well as the strategic risk of BTP being unable to effectively enforce legislation in relation to offences committed at level crossings. Network Rail have identified level crossing safety as a key priority with a programme of 100 events focussing on safety, which reinforces the case for escalating this specific risk to the DfT. The general strategic risk in relation to all legislative anomalies has been retained on the BTP SRR and will be cross-referenced to the new BTPA risk entry. In addition to the escalated risk related to the Road Traffic Act, a separate piece of work to establish the profile of anomalous legislation and how it impacts upon BTP is in progress. The



methodology underlying the collation of this piece of work is compliant with the approach set out in the risk management guidance noted earlier in this paper (paragraph 3.3). Furthermore an action to monitor the progress of the Anti-Social Behaviour, Crime and Policing Bill has been added to the register as noted at 11.4.

2.6. Cable Theft – The latest day of action on 6 March 2013 resulted in 86 arrests and 52 vehicle seizures following visits to 398 scrap metal dealerships and the stopping of 1,788 vehicles. Intelligence gathering work planned from May will seek to resolve a number of gaps in relation to the types and quantities of metals being exported. In the longer term, it is expected that the new Scrap Metal Dealers act will be implemented in October 2013 with enforcement activity expected to commence soon afterwards.

2.7. Disaster Recovery – An update on Disaster Recovery is provided in a separate paper at agenda item 6.5.

3. RECOMMENDATIONS

3.1. That members note the amendments to BTP's Strategic Risk Register.