

Recommendation(s) Status: Derailment of a Ballast Plough Brake Van at Carlisle




This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of implementation of the recommendations, as reported to us, has been divided into six categories:

Key to Recommendation Status

Implemented:	All actions to deliver the recommendation have been completed.
Implemented by alternative means:	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
Implementation ongoing:	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
In-progress:	The relevant safety authority has yet to be satisfied that an appropriate plan, with timescales, is in place to implement the recommendation; and work is in progress to provide this.
Non-implementation:	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
Awaiting response:	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concerns on actions taken by organisations in response to recommendations are reflected in this report and are indicated by one of the following.

-  The red triangle shows recommendations where the RAIB has concerns that no actions have been taken in response to a recommendation.
-  The blue triangle shows recommendations where the RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.
-  The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Note: The tables which follow, report the status of recommendations on 31 December 2015. In some other cases the end implementer has already sent information to the relevant safety authority about the actions it has taken, or proposes to take and the safety authority is considering whether it is satisfied that those actions and the associated timescales are accepted.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
<p>1 06/02/2006 17/2006</p> <p>Derailment of a Ballast Plough Brake Van at Carlisle</p> <p>Status: Implemented</p>	<p>EWS should ensure that the advice and instructions given to site train preparers' in Operating Digest Advice Number 121 (Actions already taken or in progress: paragraph 80) are incorporated into normal working procedures</p>	<p>EWS has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 06/02/2006 17/2006</p> <p>Derailment of a Ballast Plough Brake Van at Carlisle</p> <p>Status: Implemented</p>	<p>EWS should consider providing further assistance to train preparers in regard to plough stowage by painting locking keys a bright colour and/or placing reminder/warning notices on the exterior of the vehicles</p>	<p>EWS has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 06/02/2006 17/2006</p> <p>Derailment of a Ballast Plough Brake Van at Carlisle</p> <p>Status: Implemented</p>	<p>EWS should rebrief their site train preparers' that they must receive a CoR in the correct format, as shown in The White Pages, before accepting engineering trains following their use in possessions (Actions already taken or in progress: paragraph 82).</p>	<p>EWS has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>4 06/02/2006 17/2006</p> <p>Derailment of a Ballast Plough Brake Van at Carlisle</p> <p>Status: Implemented</p>	<p>EWS should ensure that the unofficial 'authorisation slip / substitute driver's slip' is withdrawn from use (Actions already taken or in progress: paragraph 81).</p>	<p>EWS has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>5 06/02/2006 17/2006</p> <p>Derailment of a Ballast Plough Brake Van at Carlisle</p> <p>Status: Implemented</p>	<p>As a result of observations (paragraphs 75 to 78) and the proposal to withdraw GO/RT 3406 (paragraph 79) Network Rail should review their systems, procedures and documentation to ensure that trains leaving engineering worksites are in a secure and operationally safe state. The review should consider the requirements for competent staff and the competency / training needs.</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>6 06/02/2006 17/2006</p> <p>Derailment of a Ballast Plough Brake Van at Carlisle</p> <p>Status: Implemented</p>	<p>WAD and FETRD should review their procedures to ensure that an appropriate competent person is clearly identified to perform the duties required during loading and unloading (paragraph 42).</p>	<p>WAD and FETRD have reported that they have taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>