

Recommendation(s) Status: Freight train derailment at Hatherley near Cheltenham Spa

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)
1 18/10/2005 08/2006 Freight train derailment at Hatherley, near Cheltenham Spa Status: Implemented	EWS should put in place a system to ensure all staff engaged in train preparation duties are re-briefed and regularly assessed on the requirement to carry out checks on every wagon, by using the handbrake indicator and brake rigging as appropriate to the vehicle design, in addition to operating the wheel or lever, to confirm that the handbrake is fully released, in accordance with GO/RT3056 sect C4.1 & E6.4 (white pages) (paragraph 160).	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.
2 18/10/2005 08/2006 Freight train derailment at Hatherley, near Cheltenham Spa Status: Implemented	EWS should put in place a system to ensure all staff engaged in train preparation duties are re-briefed and regularly assessed on the requirement for performing the roll-by examination on departure of each train from yards where such examinations are mandated (paragraphs 161 and 167).	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.
3 18/10/2005 08/2006 Freight train derailment at Hatherley, near Cheltenham Spa Status: Implemented	Freight Operators should undertake a review of the effectiveness of the roll-by examination as a safeguard against the risk of trains departing from designated freight yards in an unfit condition and, where reasonably practicable, implement measures identified as a result. The review should include, as a minimum, consideration of whether: Facilities provided to assist with the examination, particularly during hours of darkness, such as additional lighting and wheel markings, should be improved; The current list of locations, where staff are made available to conduct roll-by tests, should be increased.(paragraphs 161, 165 and 166)	Freight Operators 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.
4 18/10/2005 08/2006 Freight train derailment at Hatherley, near Cheltenham Spa Status: Implemented	Freight Operators should:-Determine appropriate limits for handbrake application force, consistent with the requirement for ease of operation;-Put systems in place to ensure that handbrakes on SSA and other fleets are maintained to these limits; andPut systems in place to ensure that handbrake indicators are maintained to provide reliable indication to staff.-Put systems in place to ensure that handbrake indicators are maintained to provide reliable indication to staff.	Freight operators 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.
5 18/10/2005 08/2006 Freight train derailment at Hatherley, near Cheltenham Spa Status: Implemented	Freight Operators and Network Rail should jointly investigate the optimum strategy to reduce the risk from vehicles with handbrakes left on entering traffic, considering a combination of measures including:- Mandating roll-by tests at freight yards;- Fitting handbrake interlocks to freight wagons;- Locating HWDs to pick up skidding wheels or dragging brakes on vehicle emerging from freight yards in order to reduce the residual risk from any vehicles not fitted with handbrake interlocks;And instigate changes to appropriate	Freight operators have considered and implemented the recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.

**Number/ Date/ Report No/
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Safety Recommendation

standards so as to ensure consistent practice across the
UK.Paragraphs 160, 161 and 162)

**Summary of current status (based on latest report
from the relevant safety authority or public body)**