

Recommendation(s) Status: Derailment of a freight train at Cricklewood Curve

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 31/01/2006 02/2007</p> <p>Derailment of a freight train at Cricklewood Curve</p> <p>Status: Implemented</p>	<p>Network Rail LNET MP&I should revise their systems for implementing the CDM regulations to minor works so as to ensure that information on the condition of the asset that might affect the safety of those who might be affected by the construction work is passed to the contractor in a manner which is clear, precise and in a form suitable for the users (paragraph 101).</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. ORR has closed the recommendation, but will monitor ongoing progress through their normal inspection.</p>
<p>2 31/01/2006 02/2007</p> <p>Derailment of a freight train at Cricklewood Curve</p> <p>Status: Implemented</p>	<p>Network Rail LNET MP&I and the Network Rail LNE territory civil engineer should revise their internal procedures (paragraph 89) to ensure the following: I for division of responsibility: MP&I, in conjunction with the earthworks engineer, should establish for each project the responsibility for determining the need for, and the implementation of, monitoring of the track; I for internal Communication: All MP&I project engineers and project managers on all territories should be made aware of the procedures used to monitor the track during site works and when these procedures should be employed; I for external Communication: MP&I should ensure that they communicate clearly the responsibilities for track monitoring, and any other matters that might affect safety of the line, to the track engineers and that this information is received and understood by them.</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>3 31/01/2006 02/2007</p> <p>Derailment of a freight train at Cricklewood Curve</p> <p>Status: Non-implementation</p>	<p>Network Rail should revise NR/SP/TRK/001 to give guidance on appropriate measures to be taken on discovery of excessive cant with timescales for action (paragraphs 90 and 98).</p>	<p>Network Rail have carried out a review in response to this recommendation. Network Rail propose no further action. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>4 31/01/2006 02/2007</p> <p>Derailment of a freight train at Cricklewood Curve</p> <p>Status: Implemented</p>	<p>Network Rail should revise the track inspection handbook associated with work instruction NR/WI/TRK/001 to refer to the cant deviation limits in NR/SP/TRK/001 (paragraphs 91 and 97).</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>5 31/01/2006 02/2007</p> <p>Derailment of a freight train at Cricklewood Curve</p> <p>Status: Implemented</p>	<p>Network Rail MP&I should improve the technical control of works undertaken by the minor works team to ensure that risk information provided by the designer of a scheme and any knowledge within Network Rail of risks inherent in the condition of the asset are properly taken into account (paragraphs 92, 96 and 99).</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>

**Number/ Date/ Report No/
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6 31/01/2006 02/2007

Derailment of a freight train at Cricklewood
Curve

Status: Implemented

Safety Recommendation

Network Rail should ensure that at all stages of a project there is an appropriate competent person to oversee it, and that if the competent person changes at any stage in the life of the project, an appropriate handover takes place (paragraph 100).

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

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.