

## Recommendation(s) Status: Unauthorised train movement & derailment at Haymarket, Edinburgh

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

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>In-progress:</b>	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.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Awaiting response:</b>	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            14/01/2006    03/2007</p> <p>Unauthorised train movement &amp; derailment at Haymarket, Edinburgh</p> <p>Status: Implemented</p>	<p>The Rail Safety and Standards Board (RSSB), in conjunction with Railway Group members, should undertake an urgent revision of Rule Book modules T3 and T11 to provide clarity in the requirements for the protection of possessions. This should include: I clearer definition of the responsibilities of persons authorised to lift protection at possession limits (paragraphs 58 to 63); I emphasising the preference for placing protection on the approach to the last signal rather than clear of the points at the junction (paragraphs 85 to 95); and I stressing the importance of a minimum separation distance between protection and an open line when protection is placed clear of points (paragraph 86).</p>	<p>RSSB 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            14/01/2006    03/2007</p> <p>Unauthorised train movement &amp; derailment at Haymarket, Edinburgh</p> <p>Status: Implemented</p>	<p>Network Rail should review appropriate components of their competence management system, with the aim of ensuring that PICOPs and signallers fully understand modules T3 and T11 of the Rule Book (paragraph 84 and Appendix D).</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            14/01/2006    03/2007</p> <p>Unauthorised train movement &amp; derailment at Haymarket, Edinburgh</p> <p>Status: Implemented</p>	<p>Network Rail should review the possession planning arrangements to ensure that there is a process in place for checking that the location and type of protection is compliant with the requirements of the Rule Book, and that wherever possible the extent of the possession will permit the placing of detonator protection on the approach to the signal protecting any points, or through crossings, beyond the possession (paragraph 74).</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>