

Recommendation(s) Status: Fatal accident to Shunter, Dagenham Dock

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 17/07/2006 23/2007 Fatal accident to Shunter, Dagenham Dock Status: Implemented	Freightliner should review the management of its infrastructure to ensure that risk factors identified in the local working instructions are recorded and assessed by trained personnel. The process should include follow-through checks to an agreed timescale to ensure that remedial action has been taken, and should provide a mechanism to elevate the issue to senior managers if compliance is not achieved. The local working arrangements should be changed where necessary (paragraph 119b).	Freightliner 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 17/07/2006 23/2007 Fatal accident to Shunter, Dagenham Dock Status: Implemented	Freightliner should review the method of working at Dagenham and similar facilities to ensure that wagons are loaded from the points end wherever possible. Wagons could then easily be detached if there were not enough containers for a full train, and the number of shunting movements reduced. The local working arrangements should be changed where necessary (paragraph 120e).	Freightliner advises that traffic flows have changed at Dagenham reducing the case for this recommendation to be implemented. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.
3 17/07/2006 23/2007 Fatal accident to Shunter, Dagenham Dock Status: Implemented	Freightliner should designate safe walking routes between frequently used parts of its yards. This includes marking or signing any hazards, and should include an instruction not to use walkways with substandard clearances where moving trains are present (paragraph 120a).	Freightliner 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. "Freightliner 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 proposes to take no further action unless they become aware that the information provided becomes inaccurate.
4 17/07/2006 23/2007 Fatal accident to Shunter, Dagenham Dock Status: Implemented	Freightliner should review its methods for checking and enforcing compliance with the Rule Book during shunting activities, in particular those relating to the proximity of staff to moving trains, the control of locomotives and the use of correct radio procedure (paragraphs 120f, 120g);	Freightliner 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. Freightliner 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." "Freightliner 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."

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<p>5 17/07/2006 23/2007</p> <p>Fatal accident to Shunter, Dagenham Dock</p> <p>Status: Implemented</p>	<p>Freightliner should review and enhance the training given to new staff and ensure that it is overseen by independent assessors (paragraph 122d).</p>	<p>Freightliner 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 17/07/2006 23/2007</p> <p>Fatal accident to Shunter, Dagenham Dock</p> <p>Status: Implemented</p>	<p>Freightliner should re-brief staff on the importance of being in a position of safety before giving instructions for a driver to move a locomotive or train (paragraph 118).</p>	<p>Freightliner 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>7 17/07/2006 23/2007</p> <p>Fatal accident to Shunter, Dagenham Dock</p> <p>Status: Implemented</p>	<p>Freightliner should re-brief staff on wearing headgear that provides protection from impact and excessive exposure to the sun (paragraph 121).</p>	<p>Freightliner 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>