

Recommendation(s) Status: Derailment at Trooperslane near Carrickfergus, Northern Ireland




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

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| 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 23/04/2006 25/2007</p> <p>Derailment at Trooperslane near Carrickfergus, Northern Ireland</p> <p>Status: Implemented</p> | <p>NIR should review its maintenance procedures for OTP to identify the specific risks for each type of plant, and ensure that such risks are addressed in the relevant VMI (paragraph 227 (a) and paragraph 214).</p> | <p>Northern Ireland Railway has reported that it has taken actions in response to this recommendation. The Department for Regional Development Northern Ireland (DRDNI) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p> |
| <p>2 23/04/2006 25/2007</p> <p>Derailment at Trooperslane near Carrickfergus, Northern Ireland</p> <p>Status: Implemented</p> | <p>Northern Ireland Railways should ensure restraining keeps are retrofitted to any operational vehicles where a single point failure could result in a piece of equipment falling and causing a derailment (paragraph 227 (c) and paragraph 213).</p> | <p>Northern Ireland Railway has reported that it has taken actions in response to this recommendation. The Department for Regional Development Northern Ireland (DRDNI) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p> |
| <p>3 23/04/2006 25/2007</p> <p>Derailment at Trooperslane near Carrickfergus, Northern Ireland</p> <p>Status: Implemented</p> | <p>NIR should ensure that all operational and infrastructure staff receive a controlled copy of the WON and other relevant operating documents (paragraph 227 (i) and paragraph 142).</p> | <p>Northern Ireland Railway has reported that it has taken actions in response to this recommendation. The Department for Regional Development Northern Ireland (DRDNI) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p> |
| <p>4 23/04/2006 25/2007</p> <p>Derailment at Trooperslane near Carrickfergus, Northern Ireland</p> <p>Status: Implemented</p> | <p>NIR should review their process for staff training in incident, communications and post incident management and should ensure that all relevant staff involved in the incident and post incident management are appropriately trained (paragraph 227 (g) and paragraph 216).</p> | <p>Northern Ireland Railway has reported that it has taken actions in response to this recommendation. The Department for Regional Development Northern Ireland (DRDNI) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p> |
| <p>5 23/04/2006 25/2007</p> <p>Derailment at Trooperslane near Carrickfergus, Northern Ireland</p> <p>Status: Implemented</p> | <p>NIR should either: a. cease the towing of one piece of OTP to site by another; or b. ensure that any such towing moves have a continuous brake operational, and an adequate, purpose designed, coupling (paragraph 227 (h) and paragraphs 219, 222).</p> | <p>Northern Ireland Railway has reported that it has taken actions in response to this recommendation. The Department for Regional Development Northern Ireland (DRDNI) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p> |
| <p>6 23/04/2006 25/2007</p> <p>Derailment at Trooperslane near Carrickfergus, Northern Ireland</p> <p>Status: Non-implementation</p> | <p>NIR to re-review the practicability of fitting data recorders to engineering vehicles in the light of this derailment and other OTP accidents on the UK mainland. If it is considered to be reasonably practicable then OTMR should be fitted to the OTP fleet (paragraph 225).</p> | <p>All OTP have been fitted with OTMR, this ballast regulator is the only working example in Europe. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p> |

**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)**

7 23/04/2006 25/2007

Derailment at Trooperslane near
Carrickfergus, Northern Ireland

Status: Implemented

NIR should ensure all appropriate staff are briefed on the requirements of the RAIR with particular reference to reporting incident promptly to RAIB and the management and access to site and evidence preservation (paragraph 227 (g) and paragraph 197).

Northern Ireland Railway has reported that it has taken actions in response to this recommendation. The Department for Regional Development Northern Ireland (DRDNI) proposes to take no further action unless they become aware that the information provided becomes inaccurate.

8 23/04/2006 25/2007

Derailment at Trooperslane near
Carrickfergus, Northern Ireland

Status: Implemented

RSSB should grant Plasser & Theurer second tier supplier access rights to the National Incident Reporting database to ensure safety information relating to their products reaches them as soon as practicable (paragraph 206 to 210).

Northern Ireland Railway has reported that it has taken actions in response to this recommendation. The Department for Regional Development Northern Ireland (DRDNI) proposes to take no further action unless they become aware that the information provided becomes inaccurate.