

Recommendation(s) Status: The derailment of a freight train at Washwood Heath




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 08/09/2006 39/2007</p> <p>The derailment of a freight train at Washwood Heath</p> <p>Status: Implemented</p>	<p>EWS should complete its programme for installing UIC sprung side bearers in FAA wagons in order to overcome the known deficiencies with the existing arrangement.</p>	<p>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.</p>
<p>2 08/09/2006 39/2007</p> <p>The derailment of a freight train at Washwood Heath</p> <p>Status: Implemented</p>	<p>EWS, pending the replacement of all existing side bearers, should test a representative sample of the unmodified fleet of FAA wagons in order to confirm that the values obtained for bogie rotational resistance and torsional stiffness remain acceptable once the central pivot and side bearer components have been subject to wear and to measure any change in the performance of the side bearer lubrication between PPM</p>	<p>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.</p>
<p>3 08/09/2006 39/2007</p> <p>The derailment of a freight train at Washwood Heath</p> <p>Status: Implemented</p>	<p>Engineering Support Group Ltd. (formerly part of EWS - engineering service group), in its capacity as a Conformance Certification Body, should review the design scrutiny process that was applied to certify the FAA wagon type and its subsequent modifications. The review should identify any weakness in the management systems that resulted in the non-identification of the design defects associated with the side bearer assembly. The review should also consider the checks that are carried out to confirm the validity of testing done in support of the design. ESG Ltd. should implement any changes to its processes found necessary following this review</p>	<p>Engineering Support Group Ltd 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>4 08/09/2006 39/2007</p> <p>The derailment of a freight train at Washwood Heath</p> <p>Status: Implemented</p>	<p>Engineering Support Group Ltd. should implement changes to its processes to mandate that when undertaking scrutiny of design and proposed maintenance the degradation of components in service is taken into account and the railway undertaking is advised of any additional maintenance and/or inspection requirements to keep the vehicle in a safe state as components wear.</p>	<p>Engineering Support Group Ltd 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>