

Recommendation(s) Status: Derailment at Cromore, 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

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 14/04/2007 42/2007 Derailment at Cromore, Northern Ireland Status: Implemented	Northern Ireland Railways should revise their process for the preparation and issue of the Weekly Operating Notice (WON) so the process ensures that the information that it contains is accurate and complete (NIR report that they have already implemented this recommendation)	Northern Ireland Railway has reported that it has taken actions in response to this recommendation. DRDNI proposes to take no further action unless they become aware that the information provided becomes inaccurate.
2 14/04/2007 42/2007 Derailment at Cromore, Northern Ireland Status: Implemented	Northern Ireland Railways should revise their process for the preparation, issue and circulation of Special Operating Instructions (SOIs) to ensure that they are seen and acted upon by all relevant staff at the appropriate time.	Northern Ireland Railway has reported that it has taken actions in response to this recommendation. DRDNI proposes to take no further action unless they become aware that the information provided becomes inaccurate.
3 14/04/2007 42/2007 Derailment at Cromore, Northern Ireland Status: Implemented	Sperry Rail International should modify the suspension of the wagons that they use for ultrasonic testing to minimise their sensitivity to track irregularities including cyclic top (already complete)	Sperry Rail International has reported that it has taken actions in response to this recommendation. The safety authority (DRDNI) proposes to take no further action unless they become aware that the information provided becomes inaccurate.
4 14/04/2007 42/2007 Derailment at Cromore, Northern Ireland Status: Implemented	Northern Ireland Railways should revise their operating instructions to ensure that, where staff who are not qualified to act as guards travel unaccompanied in the rear cab of locomotives and trains, they are suitably briefed on action to be taken in case of emergency.	Northern Ireland Railway has reported that it has taken actions in response to this recommendation. DRDNI proposes to take no further action unless they become aware that the information provided becomes inaccurate.
5 14/04/2007 42/2007 Derailment at Cromore, Northern Ireland Status: Implemented	Northern Ireland Railways should assess the risk arising from the absence of communication between the front and rear cabs of locomotives and trains, and either provide suitable fixed equipment or make other appropriate arrangements to control such risk.	Northern Ireland Railway has reported that it has taken actions in response to this recommendation. DRDNI proposes to take no further action unless they become aware that the information provided becomes inaccurate.
6 14/04/2007 42/2007 Derailment at Cromore, Northern Ireland Status: Implemented	Sperry Rail International should revise the vehicle weight information that is marked on the ultrasonic test vehicle and shown in the maintenance documentation to accurately reflect the unladen and laden weights of the vehicle.	Sperry Rail International has reported that it has taken actions in response to this recommendation. The safety authority (DRDNI) proposes to take no further action unless they become aware that the information provided becomes inaccurate.

**Number/ Date/ Report No/
Inv Title / Current Status**

7 14/04/2007 42/2007

Derailment at Cromore, Northern Ireland

Status: Implemented

Safety Recommendation

Northern Ireland Railways should establish appropriate standards for track installation and maintenance throughout its network, define a timetable for the adoption of these standards, and implement them accordingly.

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

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