

Recommendation(s) Status: Derailment at Waterloo South sidings 1565 points

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 11/09/2006 44/2007</p> <p>Derailment at Waterloo South sidings 1565 points</p> <p>Status: Implemented</p>	<p>Network Rail should review and revise the guidance provided for staff undertaking or supervising standard 053 inspections to make clear the following:</p> <p>a. the detailed requirements for visual and increased-frequency inspections, including the use of photographs, and the development of standard forms with suitable prompts for this purpose (Paragraphs 204, 219, 222 and 237);</p> <p>b. the conditions where a switch blade repair cannot be safely achieved such that staff understand the alternative courses of action available (Paragraphs 214, 216, 250 and 253); and</p> <p>c. that work should be suitably planned and organised so that there is time for it to be carried out and with sufficient lighting for individuals to complete necessary inspections (paragraph 240).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p> <p>RAIB notes the substantial progress reported by industry. Nevertheless, it is concerned that some of the issues identified in this investigation have featured in the preliminary findings of a RAIB investigation into a recent derailment of an empty passenger train at Princes Street Gardens, Edinburgh in July 2011.</p>
<p>2 11/09/2006 44/2007</p> <p>Derailment at Waterloo South sidings 1565 points</p> <p>Status: Implemented</p>	<p>Network Rail should review the frequency and content of training to (Paragraphs 204, 214, 216, 250 and 253):</p> <p>a. improve skills retention amongst occasional standard 053 inspection practitioners;</p> <p>b. introduce a mentoring programme with individual staff log books;</p> <p>c. introduce refresher training; and</p> <p>d. introduce a programme of periodic monitoring of AIs and TSMs by a supervising manager.</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 11/09/2006 44/2007</p> <p>Derailment at Waterloo South sidings 1565 points</p> <p>Status: Implemented</p>	<p>Network Rail should provide a handbook for use by front-line and supervisory staff which summarises the requirements of standard 053 inspections, postinspection actions, and pre and post-grinding inspections. This should contain the necessary inspection forms. The handbook should be written in plain English and certified as such (Paragraphs 232 and 254).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>4 11/09/2006 44/2007</p> <p>Derailment at Waterloo South sidings 1565 points</p> <p>Status: Implemented</p>	<p>Network Rail should establish a formal communication channel between Asset Inspection staff and TSMs such that the relevant TSM reviews and signs-off all standard 053 inspection reports (Paragraphs 208 and 271).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>5 11/09/2006 44/2007</p> <p>Derailment at Waterloo South sidings 1565 points</p> <p>Status: Implemented</p>	<p>Network Rail should update the training of TSMs to enable them to obtain the standard 053 derailment hazard recognition training and experience necessary to properly fulfil their functions when undertaking supervisor's inspections and signing-off standard 053 inspection reports (Paragraphs 232 and 267).</p>	<p>Issue 4 of Standard NR/L2/TRK/0053 mandates this requirement and the training package has now been reviewed to ensure that it properly delivers the requirements of the standard.</p> <p>Network Rail has taken actions in response to this recommendation. ORR has closed the recommendation.</p>

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6 11/09/2006 44/2007 Derailment at Waterloo South sidings 1565 points Status: Implemented	Network Rail should introduce the requirement for a follow-up inspection after a standard 053 repair is carried out involving welding or grinding. This should be undertaken by an independent and competent person within a timescale commensurate with minimising the risk of derailment (Paragraph 243).	ORR reports to the RAIB that Network Rail had concluded that it is not practicable to mandate an independent inspection following welding or grinding. The RAIB is concerned to note that the preliminary findings of the investigation into the derailment of an empty stock train at Edinburgh, Princes Street Gardens, in July 2011, suggest that the absence of an independent inspection following grinding repairs was a factor.
7 11/09/2006 44/2007 Derailment at Waterloo South sidings 1565 points Status: Implemented	Network Rail should undertake a check of all S&C components held in stock within the Wessex area to check whether information on any remaining legacy renewal plans is identified and captured within the current planning system as appropriate (Paragraph 235).	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.
8 11/09/2006 44/2007 Derailment at Waterloo South sidings 1565 points Status: Implemented	Network Rail and South West Trains should jointly review and amend track access arrangements to ensure that sufficient and appropriate track access is provided to enable the safe inspection of switches and crossings between Waterloo and Clapham Junction. This should include consideration of Network Rail's daily T2(H) line blockage initiative and an extension of the existing Sunday possession arrangements if appropriate (paragraphs 225 and 272).	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.
9 11/09/2006 44/2007 Derailment at Waterloo South sidings 1565 points Status: Implemented	Network Rail should review resource requirements for the undertaking of special inspections in complex track areas to ensure that the problems identified at Waterloo do not exist elsewhere. Sufficient AI positions should be provided to allow the mandated inspections to be completed, and planning resources should be aligned to support TISE requirements for track access (Paragraphs 225, 227, 230 and 268).	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.
10 11/09/2006 44/2007 Derailment at Waterloo South sidings 1565 points Status: Implemented	KCI Rail should ensure that any appointed GSM retains full authority and responsibility for site activities. Any transfer of responsibility between staff should be undertaken with the agreement of both parties and by reference to the grinding manager or duty shift manager (Paragraph 239).	KCI 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.

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11 11/09/2006 44/2007 Derailment at Waterloo South sidings 1565 points Status: Implemented	Network Rail should provide sufficient technical resources to select and manage sub-contractors engaged in rail grinding activity effectively. This should include the pre-scoping of any non-routine work and the undertaking of on-site checks including periodic technical audits. Standard 053 repairs should not be attempted unless the work has been scoped in advance by an appropriately experienced and qualified person (Paragraph 247 and 274).	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.
12 11/09/2006 44/2007 Derailment at Waterloo South sidings 1565 points Status: Implemented	Network Rail should review inspection regimes at recognised high-risk sites (ie sites with little used turnouts, a history of sidewear, or a turnout of similar flexure) to ensure these are effective. This should consider the introduction of bespoke inspection regimes such as more frequent visual inspections or periodic detailed inspections regardless of the degree of wear apparent (Paragraph 259).	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.
13 11/09/2006 44/2007 Derailment at Waterloo South sidings 1565 points Status: Implemented	Network Rail should develop a handbook for use by staff who operate or otherwise use the Ellipse system. This document should provide guidance on the nature of information to be presented, and interpretation of the resulting reports (Paragraph 260).	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.
14 11/09/2006 44/2007 Derailment at Waterloo South sidings 1565 points Status: Implemented	Network Rail should mandate the provision of a standard 053 detailed inspection report or equivalent paperwork prior to all switch repair activity. The report should describe the defect and proposed repair and identify who will undertake the post-repair inspection and any subsequent inspections (Paragraph 261).	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.