

## Recommendation(s) Status: Two trains in the same section at Aylesbury

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

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>In-progress:</b>	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.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Awaiting response:</b>	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            27/08/2007    13/2008</p> <p>Two trains in the same section at Aylesbury</p> <p>Status: Implemented</p>	<p>All freight operators should revise their operating instructions for single lines with intermediate token instruments to state clearly that the token must not be returned while any part of the train is on the single line. This should be included in the regular briefing/assessment process (paragraphs 96 b and 98).</p>	<p>All FOCS (except EWS) have reported that they have taken actions in response to this recommendation. ORR has closed the recommendation.</p>
<p>2            27/08/2007    13/2008</p> <p>Two trains in the same section at Aylesbury</p> <p>Status: Implemented</p>	<p>EWS should introduce processes so that all shunters are fully briefed on the method of operation of all locations at which they are required to work (paragraph 96 a).</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            27/08/2007    13/2008</p> <p>Two trains in the same section at Aylesbury</p> <p>Status: Implemented</p>	<p>Rail Safety and Standards Board (RSSB) should devise a means of disseminating to the industry safety lessons from incidents which are not so urgent as to require an NIR (paragraph 96 e).</p>	<p>RSSB has taken actions in response to this recommendation. ORR has closed the recommendation.</p>
<p>4            27/08/2007    13/2008</p> <p>Two trains in the same section at Aylesbury</p> <p>Status: Implemented</p>	<p>Network Rail and the operators who use this line should agree who is authorised to receive and deliver the token and update the sectional appendix and/or their operating instructions accordingly (paragraph 96 f).</p>	<p>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.</p>