

Recommendation(s) Status: Runaway of a road rail vehicle at Glen Garry




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 05/12/2007 05/2009 Runaway of a road rail vehicle at Glen Garry Status: Implemented	Network Rail should publish the gradient of lines in an easily accessible way, for example in the sectional appendix and at track access points (paragraph 117).	Network Rail have reported that they now provide gradient information to contractors in a spreadsheet format. Network Rail has reported that it has taken actions in response to this recommendation.
2 05/12/2007 05/2009 Runaway of a road rail vehicle at Glen Garry Status: Implemented	Network Rail should brief their contractors using on track plant on the hazards of rail contamination and gradient to RRV operation (paragraph 115).	Network Rail has provided briefing material to its contractors: Safety Bulletins following Glen Garry and Severn Tunnel incidents; Animated reconstruction of Glen Garry; Coverage of Terry Terry Hoogan bod derailment included. Network Rail has reported that it has taken actions in response to this recommendation.
3 05/12/2007 05/2009 Runaway of a road rail vehicle at Glen Garry Status: Implemented	Network Rail should require that contractors include the risks from rail contamination and gradient in their risk assessments along with proposed mitigation measures paragraph 115.	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.
4 05/12/2007 05/2009 Runaway of a road rail vehicle at Glen Garry Status: Implemented	Network Rail should enhance the Sentinel On Track Plant documentation for RRV operator training so that positive confirmation of the operator's understanding of the speed limit within a work site, and of the meaning of the term 'work site', is obtained (paragraphs 120 and 121).	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.
5 05/12/2007 05/2009 Runaway of a road rail vehicle at Glen Garry Status: Implemented	Network Rail should enhance the Sentinel On Track Plant documentation for RRV operator training to include advice to trainee operators on: I operating on gradients; I operating in low adhesion conditions; and I what to do in a braking emergency (paragraph 121).	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.
6 05/12/2007 05/2009 Runaway of a road rail vehicle at Glen Garry Status: Implemented	Companies who own or operate RRV/trailer combinations not fitted with service brakes should provide clear guidance to machine operators on the maximum speed and hauled load that the RRV can operate to, given the gradient and track conditions expected or existing at site (paragraph 116). This guidance could take the form of a duty chart, covering all duties, displayed in the cab.	Network Rail has reported producing a chart depicting various stopping distances for RRVs in different conditions. ORR 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 05/12/2007 05/2009

Runaway of a road rail vehicle at Glen Garry

Status: Implemented

Safety Recommendation

Network Rail should provide a time-bound plan for the elimination of the use of RRV trailers not fitted with service brakes from its network (paragraph 116).

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

Network Rail reports that the program for upgrading trailers (and RRVs) to have service brakes is progressing ahead of schedule. Currently it is anticipated that the majority of trailers will have been upgraded by early 2014. Network Rail has reported that it has taken actions in response to this recommendation.