

## Recommendation(s) Status: Derailment of a freight train near Moor Street station, Birmingham

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            25/03/2008    07/2009</p> <p>Derailment of a freight train near Moor Street station, Birmingham</p> <p>Status: Implemented</p>	<p>Network Rail should review and amend the design and maintenance of the layout at Moor Street South junction or implement other measures to reduce the risk of it becoming out of specification within the monitoring interval.</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>
<p>2            25/03/2008    07/2009</p> <p>Derailment of a freight train near Moor Street station, Birmingham</p> <p>Status: Implemented</p>	<p>Network Rail should develop methods to improve the identification of voids in lightly used track and provide this as guidance to their inspection staff. Where this is a critical factor, consideration should be given to other methods of determining voids by measurement. This may include use of a track recording vehicle or void measurement using void meters.</p>	<p>Network Rail 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>
<p>3            25/03/2008    07/2009</p> <p>Derailment of a freight train near Moor Street station, Birmingham</p> <p>Status: Implemented</p>	<p>DB Schenker Rail (UK) Ltd should review their maintenance and operation procedures so that VIBT intervals are compliant with the stated specification.</p>	<p>DB Schenker Rail (UK) Ltd has reported that it has reviewed the actual maintenance performed on wagons to check that the requirements of the maintenance plan were being complied with and taken the necessary corrective actions.</p>