

Recommendation(s) Status: Detachment of containers from wagons near Cheddington & Hardendale

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 01/03/2008 12/2009</p> <p>Detachment of containers from wagons near Cheddington & Hardendale</p> <p>Status: Implemented</p>	<p>Freight Operating Companies running wagons fitted with non-compliant UIC spigots, should review the threshold speeds in NIR 2350 above which special measures are taken when conveying empty or lightweight containers in windy conditions and check that the following factors are taken into account:</p> <ul style="list-style-type: none"> local wind acceleration effects due to topography, on routes they cover; minimum container weights and container sizes being transported; and; design of the wagons used (e.g. conventional or spine type underframe). 	<p>Freight Operating Companies have reported that they have 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 01/03/2008 12/2009</p> <p>Detachment of containers from wagons near Cheddington & Hardendale</p> <p>Status: Implemented</p>	<p>Freight Operating Companies running wagons fitted with UIC spigots should check that the spigots comply with UIC 571-4 and ensure noncompliant wagons are identified for special operational measures when carrying empty or lightweight containers in windy conditions. Particular attention should be given to the lateral spacing and the inward angular rotation of the spigots.</p>	<p>Freight Operating Companies have reported that they have 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 01/03/2008 12/2009</p> <p>Detachment of containers from wagons near Cheddington & Hardendale</p> <p>Status: Implemented</p>	<p>Freight Operating Companies running wagons fitted with non-compliant UIC spigots, should develop and implement solutions to reliably retain empty or lightweight containers in windy conditions, in order to eliminate the need for special measures in the long term.</p>	<p>Freight Operating Companies have reported that they have 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>4 01/03/2008 12/2009</p> <p>Detachment of containers from wagons near Cheddington & Hardendale</p> <p>Status: Implemented</p>	<p>Freight Operating Companies running wagons fitted with UIC spigots should review and, where necessary, amend their maintenance instructions for spigots to comply with the service checks specified in UIC 571-4 appendix C.</p>	<p>Freight Operating Companies have reported that they have 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>5 01/03/2008 12/2009</p> <p>Detachment of containers from wagons near Cheddington & Hardendale</p> <p>Status: Implemented</p>	<p>The Office of Rail Regulation should make a proposal to the European Rail Agency to clarify the section on spigots in the freight vehicle TSI so that wagon designers are made aware of the function and operating principles of UIC spigots, and explicit warning is given about the dangers of fold-down spigots with inboard hinges.</p>	<p>ORR has made proposal to ERA in response to this recommendation and closed the recommendation.</p>

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6 01/03/2008 12/2009 Detachment of containers from wagons near Cheddington & Hardendale Status: Implemented	RSSB should make a proposal, in accordance with Railway Group Standards Code, to introduce a requirement for load retention devices so that such devices are checked against their original specification, whether to RGS or not, as part of the vehicle certification process. For the specific case of UIC spigots, explanatory guidance should be provided about the function and operating principle of UIC spigots and the dangers of fold-down spigots with inboard hinges.	RSSB has taken actions in response to this recommendation. This recommendation was reviewed by the Rolling Stock Standards Committee. This committee considered the proposed change to be outside the scope of Railway Group Standards. However, the opportunity has been taken to clarify the requirements of UIC spigots when used in the fold down configuration and is included in guidance. ORR considers that the intent of the recommendation has now been met and proposes to take no further action unless it becomes aware that the information provided becomes inaccurate.
7 01/03/2008 12/2009 Detachment of containers from wagons near Cheddington & Hardendale Status: Implemented	RSSB should make a proposal to its stakeholders to review whether the implementation of the vehicle certification process in the UK adequately addresses risk introduced by new or refurbished vehicles. This review should include the scrutiny of safety critical equipment designed and built to non-Railway Group Standards (e.g. UIC codes). If necessary, RSSB should propose changes in accordance with Railway Group Standards Code to cover any identified gaps and provide guidance to the UK rail industry on retrospective review.	The RSSB report that this recommendation was discussed at the Rolling Stock Standards Committee. It was concluded that UK legal regulations already place responsibility on duty holders implementing a change to ensure that such a change addresses all applicable risks and therefore no change to the processes mandated by Railway Group Standards is necessary. The ORR attended the above committee and agreed with the conclusion that was reached. Furthermore, the ORR is of the view that the assurance process was not at fault but that the UIC code could be, and on this occasion was, misinterpreted. The ORR has reported that RSSB has issued new guidance to designers on the configuration of spigots. The RAIB is still of the view that the case of the FEAB spigots demonstrated a shortcoming of the vehicle certification process at the time, which could still exist in relation to the certification of other important railway components designed to non-UK railway standards. The wider review called for in recommendation 7 is required to establish whether or not there are any other gaps in the certification processes. The RAIB considers this to be an important issue that has still to be addressed.
8 01/03/2008 12/2009 Detachment of containers from wagons near Cheddington & Hardendale Status: Implemented	Network Rail should review the compatibility of the wind trigger speeds and durations at which mitigating action is taken on the network, with the overturning wind speed limits specified in Railway Group Standard GM/RT2142, taking account of local wind acceleration effects due to topography, such as embankments.	ORR has reported that 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 01/03/2008 12/2009 Detachment of containers from wagons near Cheddington & Hardendale Status: Implemented	RSSB should review whether the current minimum container weight of 1.6 tonnes specified in the Railway Group Standard GO/RM3056 section J, adequately accounts for container size with respect to operations in windy conditions, and make a proposal in accordance with the Railway Group Standards Code to make any necessary changes to this or other standards or	ORR has reported that RSSB 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.

**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)**

guidance on freight train operation.

10 01/03/2008 12/2009
Detachment of containers from wagons near
Cheddington & Hardendale
Status: Implemented

Freight Operating Companies running FEA-B wagons, should review the status of compliance of these wagons against the whole vehicle overturning requirement of Railway Group Standard GM/RT2142 for all relevant container sizes and, if necessary, take appropriate steps to change their operations with these wagons in windy conditions.

Research undertaken by the RSSB (T961) derived data based on the low turbulence wind tunnel testing of freight wagons and has thus enabled calculations to take place in order to revise GM/RT2142 freight wagon roll-over wind speed limits. According to the new version of the standard all FEA(B) wagons will now be compliant. Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.