

Recommendation(s) Status: Derailment of a freight train at Marks Tey, Essex

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 12/06/2008 01/2010</p> <p>Derailment of a freight train at Marks Tey, Essex</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is to reduce the risk of derailment of FSA/FTA wagons (paragraphs 258a, 258b, 258c, 258d, 260a and 263).</p> <p>Freightliner should examine if appropriate mitigation action can be taken that will reduce the risk of derailment of FSA/FTA wagons when travelling over the track vertical alignment profiles which could reasonably be encountered in service. This should take into account the full range of load conditions and train speeds permitted for the wagons. Freightliner should implement any appropriate mitigation found during this examination.</p>	<p>Freightliner has carried out a review in response to this recommendation and proposes no further action. Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 12/06/2008 01/2010</p> <p>Derailment of a freight train at Marks Tey, Essex</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is to address omissions in inspections identified within the Colchester Maintenance Delivery Unit (paragraphs 258b, 259a, 259b, 259e, 259f, 265f and 265h).</p> <p>Network Rail should carry out a review to assure itself that staff at Colchester Maintenance Delivery Unit are correctly undertaking the following tasks:</p> <p>supervisor's visual inspections, particularly the inspection of drainage, and the reporting of drainage defects; and</p> <p>the inspection of the line following the completion of work and the re-opening of the line to traffic.</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 12/06/2008 01/2010</p> <p>Derailment of a freight train at Marks Tey, Essex</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is to ensure the correct management of repeated defects from track recording train outputs within Colchester Maintenance Delivery Unit (paragraphs 259f, 261a, 261b, 264a and 265c).</p> <p>Network Rail should review the arrangements by which Colchester Maintenance Delivery Unit manages:</p> <p>repeated track geometry defects;</p> <p>repeated eighth-mile sections where the track geometry exceeds maximum and target standard deviation values;</p> <p>and implement any necessary improvements.</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

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>4 12/06/2008 01/2010</p> <p>Derailment of a freight train at Marks Tey, Essex</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is to ensure that there is sufficient provision of access to the line within the area managed by Colchester Maintenance Delivery Unit to carry out all required inspections of the track (paragraphs 261a, 261b and 265c).</p> <p>Network Rail should:</p> <p>review the arrangements within Colchester Maintenance Delivery Unit that allow staff to undertake inspections of the line within areas;</p> <p>identify where there are difficulties of access, such as red-zone prohibited areas;</p> <p>and implement any necessary improvements.</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>5 12/06/2008 01/2010</p> <p>Derailment of a freight train at Marks Tey, Essex</p> <p>Status: Implemented by alternative means</p>	<p>The intention of this recommendation is that preventative maintenance tasks are appropriately planned and briefed (paragraphs 258b, 262a, 265a and 265b).</p> <p>Network Rail should revise 'Track Maintenance Handbook' NR/L3/TRK/002 Issue 4 to add a requirement to undertake appropriate formal planning and briefing of staff prior to undertaking preventative maintenance tasks within its remit.</p>	<p>Network Rail has reported that it has addressed the recommendation by means alternative to those recommended, in particular the use of a new forum which will have the effect of driving the process of planning inspections monitoring and rectification work.</p>
<p>6 12/06/2008 01/2010</p> <p>Derailment of a freight train at Marks Tey, Essex</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is that actions intended to prevent the reoccurrence of broken rails are identified and undertaken (paragraph 262b).</p> <p>Network Rail should revise its procedures relating to the reporting of broken rails to require:</p> <p>the production of formal action plans which will identify the actions proposed to prevent reoccurrence;</p> <p>a formal approval process for such action plans; and</p> <p>formal periodic review of progress against the action plans by an appropriate competent person.</p>	<p>Network Rail has reported that its track hazard report process and has concluded that track failures and the follow- up actions are reviewed at appropriate levels in the organisation, in line with the severity of the failure and that there is a process for generating and approving action plans which includes appropriate review.</p> <p>Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>7 12/06/2008 01/2010</p> <p>Derailment of a freight train at Marks Tey, Essex</p> <p>Status: Implemented by alternative means</p>	<p>The intention of this recommendation is that timber bearer replacements are subjected to post-installation inspection to confirm adequate consolidation (paragraphs 259a, 259b and 265d).</p> <p>Network Rail should revise work instruction NR/L3/TRK/002/G06</p>	<p>ORR has reported to the RAIB that Network Rail has incorporated the control of risk that may arise from the replacement of timber bearings into its training of the type of staff involved. Although this is encouraging, the RAIB remains concerned that there should be a documented requirement to check worksites for the consolidation of ballast following</p>

**Number/ Date/ Report No/
Inv Title / Current Status**

Safety Recommendation

Issue 2.0 relating to the replacement of timber bearers, in order to add a requirement for an appropriate post-installation check of the work-site for ballast consolidation.

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

replacement of timber bearers. The ORR has informed the RAIB that it expects that a formal process document will emerge from an ongoing initiative to review railway standards. The RAIB awaits the outcome of this work as confirmation. ORR proposes to take no further action. \$w