

## Recommendation(s) Status: Locomotive runaway near East Didsbury

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)
1 27/08/2006 13/2007 Locomotive runaway near East Didsbury Status: Implemented	Operators of locomotives that require the manual operation of a cock to allow such locomotives to be safely dead-hauled in single piped trains, should investigate possible design changes to mitigate the risks associated with the cock not being correctly operated. Design changes should be implemented so far as is reasonably practicable (paragraph 95 fifth bullet refers).	Operators of locomotives have reported that they have 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.
2 27/08/2006 13/2007 Locomotive runaway near East Didsbury Status: Implemented	EWS should review and modify its procedures as necessary to ensure that when a maintenance action is not carried out at the scheduled time, the vehicle concerned is not returned to traffic and operated as if the maintenance action had taken place (paragraph 96 third bullet refers).	English Welsh and Scottish Railways 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.
3 27/08/2006 13/2007 Locomotive runaway near East Didsbury Status: Implemented	EWS should train all drivers in the correct use of AFT cocks, include an assessment procedure to confirm that driver's understanding and thereafter put in place a monitoring regime to confirm that AFT cocks are being operated correctly. This should apply to all relevant classes of locomotives and methods of operation (paragraph 96 fourth and sixth bullets refer).	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.
4 27/08/2006 13/2007 Locomotive runaway near East Didsbury Status: Implemented	EWS should modify their ongoing driver assessment procedures to ensure that drivers maintain a full understanding of, and can correctly use, the AFT cock. This should apply to all relevant classes of locomotives and methods of operation (paragraph 96 fifth bullet refers).	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.
5 27/08/2006 13/2007 Locomotive runaway near East Didsbury Status: Implemented	EWS should ensure that all their procedures, documents and labels use the same terminology to describe the AFT cock. They should also assess whether moving away from the term, 'AFT cock' at this juncture will add to or reduce confusion, bearing in mind that if a design modification is implemented the AFT cock or a need to separately isolate it, may be obsolete (paragraph 96 seventh bullet refers).	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.
6 27/08/2006 13/2007 Locomotive runaway near East Didsbury Status: Implemented	EWS should ensure that the AFT cock is clearly labelled with its name, function and open/closed positions (paragraph 96 eighth bullet refers).	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.

<b>Number/ Date/ Report No/ Inv Title / Current Status</b>	<b>Safety Recommendation</b>	<b>Summary of current status (based on latest report from the relevant safety authority or public body)</b>
7            27/08/2006    13/2007 Locomotive runaway near East Didsbury Status: Implemented	EWS should undertake a full and thorough review of their processes for conveying critical information to drivers in a consistent manner and for assessing that the information has been understood. The control of these processes should also be considered as should the ongoing access to the information and ongoing understanding by drivers. Reasonably practicable measures should be implemented (paragraphs 97 first bullet, 99, 100 and 101 refer) .	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.
8            27/08/2006    13/2007 Locomotive runaway near East Didsbury Status: Implemented	EWS should review and if necessary modify their procedures to ensure that there are more thorough processes in accordance with best practice for hazard identification, risk assessment and mitigation associated with the introduction of technical or operational change. These processes should be proportionate to the change and be carried out before the change is implemented (paragraphs 97 second bullet and 102 refer) .	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.