

Recommendation(s) Status: Uncontrolled freight train runback between Shap and Tebay, 17 August 2010




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 ORR's report to RAIB)
<p>1 17/08/2010 15/2011</p> <p>Uncontrolled freight train runback between Shap and Tebay, Cumbria</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is for DB Schenker to reduce the number of shifts that cause fatigue. This recommendation may apply to other freight train operating companies.</p> <p>DB Schenker should, in consultation with its drivers:</p> <p>a. identify the shifts on which their drivers experience high levels of fatigue²⁶, and give particular consideration to the impact on drivers working the first in a series of night shifts;</p> <p>b. improve the identified shifts, for example by changing the transition to them, their duration and the duties carried out on them, with shifts of the highest risk improved ahead of those of lower risk;</p> <p>c. assess the findings of drivers on the changed shifts to confirm that those shifts are improved; and</p> <p>d. share its findings with the Office of Rail Regulation</p>	<p>ORR has reported that DB Schenker 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 17/08/2010 15/2011</p> <p>Uncontrolled freight train runback between Shap and Tebay, Cumbria</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is for the rail industry to provide guidance on how to reduce the number of shifts that cause fatigue.</p> <p>The Office of Rail Regulation should take into account the train operator findings from Recommendation 1d and provide updated and enhanced guidance on shifts that cause high levels of fatigue, which should include:</p> <p>a. ways to improve those shifts, for example by changing the transition to them, the number of consecutive shifts, their duration and the duties carried out on them;</p> <p>b. advice on the limitations of mathematical models used to predict fatigue, and how they may be used as part of a fatigue risk management system.</p>	<p>ORR 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 17/08/2010 15/2011</p> <p>Uncontrolled freight train runback between Shap and Tebay, Cumbria</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is to provide the rail industry with information on the accuracy of mathematical models used to predict fatigue.</p> <p>The Office of Rail Regulation should arrange for a programme of work to analyse and compare existing mathematical models used to predict fatigue, including the Fatigue and Risk Index, and then provide information to the rail industry on the accuracy</p>	<p>ORR has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

**Number/ Date/ Report No/
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Safety Recommendation

**Summary of current status (based on ORR's report to
RAIB)**

of those models.

4 17/08/2010 15/2011
Uncontrolled freight train runback between
Shap and Tebay, Cumbria
Status: Implemented

The intention of this recommendation is to improve rail industry information on fatigue-related accidents and incidents.

RSSB should implement measures to improve the quality and quantity of available data relating to fatigue-related railway accidents and incidents. Options for consideration should include an enhancement of the Safety Management Information System to provide more accurate reporting of fatigue-related events.

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.