

Recommendation(s) Status: Container train accident near Althorpe Park, Northamptonshire

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 18/07/2011 17/2012</p> <p>Container train accident near Althorpe Park, Northamptonshire</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is to make other companies, which design, modify or repair freight containers, aware of the criticality of bolted joints so that full consideration is given to ensuring that their integrity is sufficient for foreseeable in-service loads.</p> <p>The Health and Safety Executive should issue a safety bulletin to make manufacturers and users of converted freight containers aware of the need for a competent assessment of the adequacy of bolted joints, which are used to secure exterior attachments, when designing, modifying or repairing containers. It should also ask the organisations authorised to approve containers to cascade this information to their clients (paragraphs 102a and 102b).</p>	<p>HSE has reported to the RAIB that it has issued a safety advice note and that this has been placed on their website. Additionally, the note will be included in e-mail newsletters the HSE sends to over 65,000 plus interested parties who subscribe to the service covering the industrial sectors of transport, logistics and ports.</p>
<p>2 18/07/2011 17/2012</p> <p>Container train accident near Althorpe Park, Northamptonshire</p> <p>Status: In-progress</p>	<p>The intention of this recommendation is to ensure that, in the short term, CSC approval gives assurance that a competent organisation has considered the detachment hazards highlighted by this accident and judged that the associated risks are acceptable.</p> <p>The Health and Safety Executive should request that the International Maritime Organization issue a safety brief to all bodies authorised to approve freight containers in accordance with the International Convention for Safe Containers. This should advise them of the need to consider the integrity of all exterior attachments, and their fixings, against all foreseeable in-service loads when approving new, modified or repaired containers (paragraphs 38, 39, 41, 102c and 104).</p>	<p>The HSE have raised the issue with the Marine Coastguard Agency, the UK lead contact, to advise IMO of the recommendations made by RAIB. The IMO has indicated to HSE that an international campaign was planned which would cover container safety (including structural modifications) and loading. It also reported that new guidance documents have been produced.</p>
<p>3 18/07/2011 17/2012</p> <p>Container train accident near Althorpe Park, Northamptonshire</p> <p>Status: In-progress</p>	<p>The intention of this recommendation is to ensure that, in the longer term, CSC approval gives assurance that the risk of a structure detaching from a freight container is acceptably low during handling and for all modes of surface transportation.</p> <p>The Health and Safety Executive should request that the International Maritime Organization reviews international reports of structural detachment from freight containers and evaluates the risk to human life during transportation and handling. If appropriate, it should update the International Convention for Safe Containers to include requirements for the integrity of all exterior attachments, and their fixings, against all foreseeable in-service loads (paragraphs 38, 39, 41, 102c and 104).</p>	<p>The HSE raised the issue with the Marine Coastguard Agency, the UK lead contact, to advise IMO of the recommendations made by RAIB. Feedback said an international campaign was planned which would cover container safety (including structural modifications) and loading. Currently new guidance documents have been produced and in the UK safety 'road shows' are being carried out at key locations and will be completed during the next 12</p>

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Inv Title / Current Status**

4 18/07/2011 17/2012

Container train accident near Althorpe Park,
Northamptonshire

Status: Implemented

Safety Recommendation

The intention of this recommendation is that rail freight operators have arrangements in place sufficient to manage the risk associated with the structural integrity of freight containers carried on the railway. These management arrangements should not be solely reliant on visual checks, because structural defects may be hidden. Management of the risk could be achieved through:

I demonstration of compliance to safety requirements (eg of the CSC), and, where necessary, additional actions to address risks not covered; or

I structural assessments by a suitable qualified and experienced person.

Implementation of the above could be through setting specific contractual requirements or by checking that there is evidence when accepting the container onto the railway.

Note: once Recommendation 2 (International Maritime Organization to issue a safety brief) or Recommendation 3 (updating of the CSC) has been implemented, compliance with the CSC would be sufficient in its own right.

Freightliner should review its current operating procedures and conditions of acceptance for freight containers. It should confirm that the arrangements in place to ensure that containers (including any externally attached structures) have been assessed as having sufficient structural integrity are sufficient for the risk posed (paragraph 103a). This recommendation may also be applicable to other train operators that carry freight containers.

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

ORR reports that Freightliner has revised its operational procedures with the intent of controlling the risk of the carriage of freight containers with panels fitted to the exterior.

ORR proposes to take no further action.