

Recommendation(s) Status: Derailment at Bordesley junction, Birmingham

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 26/08/2011 19/2012</p> <p>Derailment at Bordesley junction, Birmingham</p> <p>Status: In-progress</p>	<p>The intent of this recommendation is to reduce the risk of operating a privately owned wagon over the national network once a fleet wide problem has been identified. It aims to improve the likelihood that the Network Rail Network Certification Body (previously known as the PWRAMG), in conjunction with private wagon owners, will implement short term measures, such as additional maintenance checks, to manage the risk in advance of a longer term solution.</p> <p>Network Rail through its Network Certification Body should review its own processes to make sure that the risks of continuing to operate a fleet of wagons are managed once a fleet wide problem is discovered. The review should consider including processes for:</p> <ul style="list-style-type: none"> • assessing the risk of continued operations and identifying the need for any immediate measures that need to be taken to control the risk; • identifying the long term measures that need to be taken to resolve the fleet wide problem; and • assigning responsibilities, priorities and timescales for implementing and managing both the immediate and long term measures. <p>Once the review has identified what reasonable improvements can be made to the processes, the Network Certification Body should implement them (paragraphs 138a, 138c, 138cii and 140a).</p>	<p>Network Rail has outlined the actions to be taken in response to the recommendation.</p> <p>ORR are seeking further information.</p>
<p>2 26/08/2011 19/2012</p> <p>Derailment at Bordesley junction, Birmingham</p> <p>Status: In-progress</p>	<p>The intent of this recommendation is to prevent a PHA wagon from entering into service with worn suspension components, which can increase the likelihood of the suspension locking-up, increasing the risk of a derailment. This can be achieved through a detailed review, from first principles, of how the suspension components on a PHA wagon wear. The maintenance plan should then be revised as necessary. The review should also address the current anomaly in the PPM & VIBT maintenance plans which calls for certain components to be examined when they cannot be seen if the wheelset is in place.</p> <p>Network Rail through its Network Certification Body, and in conjunction with Lafarge Aggregates Ltd and Wabtec Rail Limited, should lead a fundamental review of how the suspension of the PHA wagon is maintained. The review should call upon relevant technical expertise to:</p> <ul style="list-style-type: none"> • look at how the suspension works as a whole and understand the role that each individual component performs; and • use this knowledge to document the actions for maintaining a fully functioning suspension, which may include monitoring, measuring and setting limits for the permitted overall amount of 	<p>Network Rail has outlined the actions to be taken in response to the recommendation.</p> <p>ORR are seeking further information.</p>

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Safety Recommendation

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

wear in the suspension and also individual component wear, including specific actions and limits set to account for those components that are not fully visible when the wheelset is in place.
Once the review has decided what actions it is reasonable to take, they should be implemented in the maintenance plans for the PHA wagon fleet (paragraphs 138a, 138b, 138c and 138cii).

3 26/08/2011 19/2012
Derailment at Bordesley junction, Birmingham
Status: In-progress

The intent of this recommendation is to reduce the risk of operating the PHA wagon fleet by implementing modifications that have been tested and shown to reduce the number and duration of suspension lock-ups on these wagons. It will also require Lafarge to set a timescale for rolling out the modifications to all of its PHA wagons.

ORR reports that Lafarge is currently converting all 110 PHA wagons in its fleet. RAIB awaits confirmation that this programme is complete.

Lafarge Aggregates Ltd should, with reference to POCL 651, implement suspension modifications to its fleet of PHA wagons as soon as practicable to reduce the likelihood of suspension lock-ups (paragraphs 138a, 138c and 138ci).

4 26/08/2011 19/2012
Derailment at Bordesley junction, Birmingham
Status: Implemented

At present, Network Rail track quality supervisors will only be told the lines and mileages to be worked on during a shift, although sometimes they may be asked to give priority to part of the planned mileage. If their brief included information on what the work was aiming to achieve (eg to improve the general track quality, address a number of discrete track geometry faults, etc), Network Rail's track quality supervisors could make better informed decisions on what work to prioritise if the planned work needs to be changed at short notice (eg time is reduced due to a late start).

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.

Network Rail should review and implement changes to its processes for briefing staff responsible for controlling the work carried out by on-track machines, so that their briefings will include information on whether any part of the work should be given priority over another and the reasons for such prioritisation (paragraph 138g).