




## Recommendation(s) Status: Accident involving a pantograph and OHL near Littleport, Cambs, 5 January 2012

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 ORR's report to RAIB)
<p>1            05/01/2012    06/2013</p> <p>Accident involving a pantograph and the overhead line near Littleport</p> <p>Status: Implemented</p>	<p>The intention of this recommendation is to ensure that the risks associated with the authorisation of Temporary Non-Compliance certificates are properly assessed, and that appropriate mitigation is implemented.</p> <p>Network Rail should review the manner in which Temporary Non-Compliance certificates (TNCs) are being used in relation to overhead line equipment, and take corrective action if they are being issued without risks being adequately assessed and mitigated (paragraphs 170b and 170d).</p>	<p>ORR has reported that Network Rail 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>
<p>2            05/01/2012    06/2013</p> <p>Accident involving a pantograph and the overhead line near Littleport</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to provide maintenance personnel who are required to check alignment of the overhead line equipment with information that is in a format that can be easily used, and is appropriate for their level of competence. Network Rail should review the standards and procedures for the management of overhead line alignment in order to provide maintenance staff with a simple means of relating measurements that are recorded at site to required alignment criteria. The review should include, at least, consideration of:</p> <ul style="list-style-type: none"> <li>• providing maintenance staff with information allowing them to determine the acceptable range of contact wire positions at every support; and</li> <li>• removing the need for maintenance staff to make their own assessment of pantograph movements when determining if adjustments to the overhead line are required (paragraphs 170a, 170c and 171).</li> </ul>	<p>ORR has reported that Network Rail 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>