

The Recommendation Progress Report

This status report is based on a consolidation of information provided to the RAIB by the Office of Rail Regulation (ORR).

The status of implementation of the RAIB's recommendations, as reported by the safety authority or public body, has been divided into six categories:

Key to Recommendation Status

Implemented	Regulation 12(2)(b)(i) = recommendation accepted and implemented
Implemented by alternative means	
Implementation ongoing	Regulation 12(2)(b)(ii) = recommendation accepted and implementation has started
In-Progress:	Regulation 12(2)(b)(ii) = recommendation accepted and implementation proposed
Non-implementation:	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken
Awaiting response:	Awaiting initial response



The red triangle shows recommendations where the RAIB has particular 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 to be taken, are inappropriate or insufficient to address the risk identified during the investigation.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on ORR's report to RAIB)
<p>1 28/06/2012 14/2013</p> <p>Train ran onto a washed-out embankment near Knockmore, NI</p> <p>Status: Implementation ongoing</p>	<p>The intent of this recommendation is that in future, NIR will be fully aware of locations on its network which are vulnerable to heavy rainfall or flooding events and that NIR will know what actions it should take and when, to maintain the safety of the line.</p> <p>NIR, with the assistance of the Rivers Agency, should:</p> <p>a. complete the ongoing review of earthworks and structures on its infrastructure with respect to flood risk, including, where necessary, the assessment of the hydraulic capacity of relevant culverts, and identify and prioritise those sites which require mitigating action (eg enhanced monitoring, speed restrictions) in the event of heavy rain or flooding, and the trigger levels for those actions.</p> <p>b. develop and implement a formalised procedure for liaison with the Rivers Agency so that NIR is informed of any future developments or changes to watercourses which might adversely affect its infrastructure by an increased risk of flooding.</p> <p>(paragraphs 129b, 129c and 130a)</p>	<p>DOI NI has reported that NIR is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated. DOI NI will advise RAIB when actions to address this recommendation have been completed.</p>
<p>2 28/06/2012 14/2013</p> <p>Train ran onto a washed-out embankment near Knockmore, NI</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is that NIR has plans in place for adverse weather events, including but not limited to, heavy rainfall and flooding, to maintain safety of the line during and following such events.</p> <p>NIR should develop its adverse weather procedures in order to address the risks to train operational safety and include the following:</p> <p>a. improved weather data collection and dissemination within NIR;</p> <p>b. action trigger levels for each type of weather event, the corresponding mitigating actions to be taken (eg enhanced weather monitoring, site patrolling, speed restrictions, line blockage) and the nominated person to make those decisions;</p> <p>c. identification of at-risk locations where special measures must be taken, and the methods and frequency of monitoring at these locations until cessation of the hazard;</p> <p>d. definition of what safety of line checks should be made before</p>	<p>DOI NI has reported that NIR has reported that it has completed actions taken in response to this recommendation. DOI NI proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

the line is opened at full line speed (eg by using the first service train to examine the route at caution, a route proving train or staff on foot);
and

e. any special measures for infrequently used lines, such as the Antrim branch line.

(paragraphs 129d and 130b)

3 28/06/2012 14/2013
Train ran onto a washed-out embankment
near Knockmore, NI
Status: Implemented

The intent of this recommendation is that the protocols for safety critical communications following incidents and accidents are clear and in accordance with the NIR rule book, and that the general standard of communications and the operational status of voice recording equipment is improved.

DOI NI has reported that NIR has reported that it has completed actions taken in response to this recommendation. DOI NI proposes to take no further action unless they become aware that the information provided becomes inaccurate.

NIR should:

a. carry out checks to confirm whether drivers are correctly applying the rule book when first reporting incidents, and implement sufficient re-training of its staff as deemed necessary to address any identified areas of deficiency;

b. review the actual quality of safety critical communications between train crew, signallers and controllers in practice, and implement sufficient re-training of its staff to address any identified areas of deficiency;

c. review how it monitors and enforces good practice in communications, and implement any necessary changes to relevant practices and procedures; and

d. implement a system for routinely checking the correct operation of its voice recording equipment.

(paragraph 131b)

4 28/06/2012 14/2013
Train ran onto a washed-out embankment
near Knockmore, NI
Status: Implemented

The intent of this recommendation is that there is adequate ongoing weed control of the Antrim branch line in the future, to enable the safety of the line to be maintained at all times.

DOI NI has reported that NIR has reported that it has completed actions taken in response to this recommendation. DOI NI proposes to take no further action unless they become aware that the information provided becomes inaccurate.

NIR should put in place a process for the ongoing monitoring and control of weeds on the Antrim branch line, including measures to mitigate the risk to train operations arising from any future missed or ineffective treatments, which result in excessive weed cover that could compromise track inspections, and brief this process out to relevant staff (paragraph 131c).

5 28/06/2012 14/2013
Train ran onto a washed-out embankment
near Knockmore, NI
Status: Implemented

The intent of this recommendation is that there is improved clarity and consistency in the procedures for incident response, evidence preservation, and accident investigation throughout the company, and that there is appropriate senior management oversight of investigations so that opportunities to learn safety lessons are not compromised or missed.

NIR should:

- a. review the effectiveness of its procedures for checking on the welfare of staff involved directly in an incident or accident and for arranging for their debriefing;
- b. develop an integrated accident investigation procedure with common types of investigation and clarity about roles and responsibilities for each type;
- c. arrange to have sufficient competent senior management oversight of its investigations so that the full scope of the event which occurred is recognised early, and to supervise the timely collection of relevant evidence (if the RAIB is not attending), set a thorough remit, and review progress; and
- d. implement its revised procedures and provide training to relevant staff.

(paragraphs 131a and 131d)

DOI NI has reported that NIR has reported that it has completed actions taken in response to this recommendation. DOI NI proposes to take no further action unless they become aware that the information provided becomes inaccurate.