




Recommendation(s) Status: Signal passed at danger at Stafford

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 26/04/2012 16/2013</p> <p>Signal passed at danger at Stafford</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to ensure the competence of Devon & Cornwall Railway's staff undertaking safety-critical work.</p> <p>Devon & Cornwall Railways should implement formal competence management processes for all safety-critical staff, taking account of best practice in the industry. This should include operational, maintenance and managerial staff, whether permanent or contracted-in (paragraphs 86, 87b to 88 and 89). Particular attention should be given to the management of train drivers on 'zero hours' contracts and those who drive for more than one company. Devon & Cornwall Railways should subsequently commission an independent review of the arrangements, and audit, to confirm effective implementation.</p>	<p>ORR has reported that Devon & Cornwall Railways 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 26/04/2012 16/2013</p> <p>Signal passed at danger at Stafford</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to clarify the procedures for making sure that vehicles have been examined by competent persons in accordance with vehicle maintenance instructions.</p> <p>Devon & Cornwall Railways should implement processes to confirm that locomotives, whether owned or hired-in, have been examined by competent persons and assessed as fit to run before they are released for operational use (paragraphs 88 and 90a).</p>	<p>ORR has reported that Devon & Cornwall Railways 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 26/04/2012 16/2013</p> <p>Signal passed at danger at Stafford</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to confirm that the Office of Rail Regulation's revised assessment and supervision process is effective in verifying that the risk from the commencement of operations by new train operators has been appropriately limited.</p> <p>The Office of Rail Regulation should establish a process for the periodic management review of its assessment of safety certificate applications and the resolution of outstanding issues through supervision (paragraph 91). This process should include an evaluation of the extent to which the assessments of applications from new operators are correctly identifying matters for urgent inspection or for refusal of certification. It should also evaluate the effectiveness of post-certification supervision in limiting the risk to the railway in cases requiring</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>

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<p>4 26/04/2012 16/2013</p> <p>Signal passed at danger at Stafford</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to ensure that the changes made to Devon & Cornwall Railways' safety management system have enabled its effective implementation.</p> <p>The Office of Rail Regulation should satisfy itself as soon as possible, through supervision, that Devon & Cornwall Railways' revised safety management system (paragraph 101) has established adequate controls regarding the competence of safety-critical staff, traction & rolling stock maintenance and safety culture (paragraphs 88, 89 and 90).</p>	<p>ORR has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>5 26/04/2012 16/2013</p> <p>Signal passed at danger at Stafford</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to minimise the risk that an individual's route knowledge will be inadequately assessed.</p> <p>RSSB should amend rail industry standard 'Management of route knowledge for drivers, train managers, guards and driver managers', Ref. RIS-3702-TOM, to require an assessment of the training needs of new staff. This should clarify how 'transferred-in' route and traction knowledge should be assessed by the new employer (paragraph 87c). Particular attention should be given to the management of train drivers on 'zero hours' contracts and those who drive for more than one company.</p>	<p>ORR has reported that RSSB has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>