

## Recommendation(s) Status: Derailment at Castle Donington, Leicestershire

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

<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 latest report from the relevant safety authority or public body)
<p>1            21/01/2013    02/2014</p> <p>Derailment at Castle Donington, Leicestershire</p> <p>Status: In-progress</p>	<p>The intent of this recommendation is to reduce the risk of derailment if a stoneblower is unable to complete its planned work in the time available.</p> <p>Network Rail should review, and if necessary improve, the planning of stoneblowing so that:</p> <ul style="list-style-type: none"> <li>• there is sufficient time allocated within the duration of a possession to complete the work planned to be carried out; and</li> <li>• if the duration of the possession is reduced after the work has first been planned, the implications for the completion of the work are examined, and the work re-planned so that the highest priority locations may be completed in the reduced time available (paragraph 122iii).</li> </ul>	<p>ORR has reported that Network Rail has outlined the actions to be taken in response to the recommendation.</p> <p>ORR is not content with duty-holder response, further engagement ongoing / proposed.</p>
<p>2            21/01/2013    02/2014</p> <p>Derailment at Castle Donington, Leicestershire</p> <p>Status: Implemented</p>	<p>The intent of the recommendation is to reduce the risk of trains colliding with a derailed vehicle.</p> <p>RSSB, in conjunction with the rail industry, should undertake a review of the Rule Book requirements relating to the action to be taken following an abnormal brake application on a freight train and make any changes found to be necessary to reduce the risk of collision with a derailed vehicle. Such a review should consider under what circumstances and how quickly the signaller should be contacted and the actions to be taken, such as cautioning the first train to pass on the adjacent line (paragraph 124).</p>	<p>ORR has reported that RSSB, in conjunction with the rail industry have reported that they have 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>