

## Recommendation(s) Status: Trains struck platform at Moston, Manchester

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 ORR's report to RAIB)
<p>1            28/01/2015    17/2015</p> <p>Trains struck platform at Moston, Manchester</p> <p>Status: Implementation ongoing</p>	<p>The intent of this recommendation is to minimise risk from hinged spigots being left in positions where they project beyond the vehicle gauge and thus present a risk of collision with structures. If a paint based solution is adopted, the benefits of painting wagon sides, rather than spigot assemblies, should be considered (paragraph 75).</p> <p>Operators of container carrying vehicles, liaising where necessary with vehicle owners and entities in charge of maintenance, should:</p> <p>ensure hinged spigot assemblies are, where practicable, provided with a physical means preventing them being left in a position where they are out of gauge; or</p> <p>if physical prevention is not practicable, ensure out of gauge spigot assemblies are easily recognised by train preparers.</p> <p>(paragraph 67a).</p>	<p>ORR has reported that DB Cargo has a proposed action plan and timescale for delivery to be taken in response to the recommendation.</p> <p>ORR will advise RAIB when actions to address this recommendation have been completed.</p>
<p>2            28/01/2015    17/2015</p> <p>Trains struck platform at Moston, Manchester</p> <p>Status: Implemented by alternative means</p>	<p>The intent of this recommendation is to provide Network Rail staff with clear guidance, and practical methodologies, for recognising long term reductions in clearances at platforms. Where clearances are managed by comparison to a reference datum (eg the position of a platform in January 2009), the process should facilitate this comparison. Documents referenced in Network Rail standard NR/L2/TRK/3201 should be checked to ensure that the current version does not have a potential to mislead staff involved in management of clearances at platforms.</p> <p>Network Rail should review and improve its process for managing clearances at platforms so that:</p> <p>it provides an effective means for identifying long term adverse movement trends, including an effective means of comparing movement data with any relevant datum information; and</p> <p>documentation directly related to managing clearances is more clearly presented.</p> <p>(paragraph 68)</p>	<p>ORR has reported that Network Rail has reported that it has completed the actions taken (by alternative means) 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>