

# Recommendation Status Report



<b>Report Title</b>	Derailment at Washwood Heath West Junction, Birmingham
<b>Report Number</b>	01/2016
<b>Date of Incident</b>	23/03/2015

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
01/2016/01	Implemented	None	<p>The intent of this recommendation is to alter the maintenance instructions for former AAE Megafret wagons running in the UK to clarify when the centre pivot liners should be checked, to reduce the likelihood of these items becoming worn to the extent that the safety of the wagon is compromised.</p> <p>VTG AG should update the maintenance instructions for its Megafret wagons operating in the UK to clarify the method to be used to check for wear of the centre pivot liner, and clearly specify the periodicity for these checks (paragraph 135a). In defining this periodicity VTG AG should take into account the wear characteristics of centre pivot liners that it permits to be installed and the distance travelled by the wagons.</p> <p>This recommendation may also be applicable to VTG AG's Megafret wagons operating in other countries.</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>
01/2016/02	Implemented	None	<p>The intent of this recommendation is to improve the management of risk posed by wagons operating in service after a systemic fault has been identified.</p> <p>VTG AG should review, and update as necessary, the processes that will apply if a systemic defect is identified with a former AAE wagon (paragraph 137). The processes should ensure that the risk of continued fleet operation is understood and any necessary mitigation measures put in place to reduce it to an acceptable level. It should also provide for adequate communication of safety related information to all other owners, operators and maintainers.</p>	<p>ORR has reported that VTG AG 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>
01/2016/03	Progressing	None	<p>The intent of this recommendation is to improve the standard of maintenance of two-levelled switches and crossings (S&amp;C) by Network Rail maintenance staff by making them more aware of the presence and significance of two-leveilling and by providing them with the drawing(s) showing correct design configurations.</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this</p>

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			<p>Network Rail should review, and update as necessary, its S&amp;C training course(s) to confirm that there is adequate coverage of two-levelling of S&amp;C. It should ensure that S&amp;C maintenance staff who undertake maintenance of two-levelled S&amp;C are competent to identify and maintain two-levelled S&amp;C. In addition, Network Rail should introduce a system to make the necessary information available to enable correct maintenance of two-levelled S&amp;C (paragraph 135b). The knowledge, skills and experience required to ensure that two-levelled S&amp;C can be maintained competently should be made explicit within Network Rail's competency management system. The competency requirements should cover all staff likely to be involved in planning, executing and supervising the maintenance of two-levelled S&amp;C.</p>	<p>recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
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