

Recommendation(s) Status: Derailment at Godmersham, Kent. 26 July 2015




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 eight 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.
Insufficient response:	The end implementer has failed to provide a response; or has provided a response that does not adequately satisfy ORR that sufficient action is being taken to properly consider and address a recommendation.
Progressing:	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.
Other Public Body or Authority	The recommendation is also addressed to another public body or authority.
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)
1 26/07/2015 05/2016 Derailment at Godmersham, Kent Status: Implemented	<p>The intent of this recommendation is to improve the fence inspection process such that potentially substandard fences are properly identified for repair or renewal. This might be accomplished as part of the Business Critical Rules review of standards.</p> <p>Network Rail should modify its risk rating methodology for fencing inspections to include guidance on:</p> <p>a) the design of the fence and its appropriateness for the adjacent land use; and</p> <p>b) condition ratings based on objective and relative (benchmarked) criteria.</p> <p>If necessary, Network Rail should commission research to establish the relevant criteria (paragraph 91a).</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>
2 26/07/2015 05/2016 Derailment at Godmersham, Kent Status: Implemented by alternative means	<p>The intent of this recommendation is to improve the railway's response to reports of large animals within the boundary fence in order to reduce the probability, or mitigate the consequences, of any subsequent accident.</p> <p>Network Rail should provide clarification for signallers in terms of how they may interpret the Rule Book regarding their response to reports of animal incursions, including guidance on how long to continue cautioning trains and what constitutes being 'sure' that the line is again clear, and re-brief as appropriate (paragraph 91b).</p>	<p>There are two key elements of the response that seem to be lacking – a clear definition of how long trains should be cautioned when there has been a report of animals on the line, and what constitutes a signaller being sure that the line is clear. The RAIB is concerned about the lack of action taken to address the recommendation. \$W</p>
3 26/07/2015 05/2016 Derailment at Godmersham, Kent Status: In-progress	<p>The intent of this recommendation is to reduce the risk of derailment arising from collisions with obstacles for electric multiple units operating exclusively on third rail lines.</p> <p>London & South Eastern Railway Limited, in conjunction with Govia Thameslink Railway, Porterbrook Leasing Company Limited¹⁷ and Eversholt Rail Group should develop, and then implement, a programme for retrofitting obstacle deflectors to Electrostar units that are not currently fitted, but are equipped with mountings for such deflectors (paragraph 91c).</p>	<p>ORR has reported that London & South Eastern Railway Limited, in conjunction with Govia Thameslink Railway, Porterbrook Leasing Company Limited¹⁷ and Eversholt Rail Group are taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated. ORR will advise when the status of this recommendation changes.</p>

**Number/ Date/ Report No/
Inv Title / Current Status**

Safety Recommendation

**Summary of current status (based on ORR's report to
RAIB)**

4 26/07/2015 05/2016

Derailment at Godmersham, Kent

Status: In-progress

The intent of this recommendation is to address the residual risk of derailment arising from collisions with obstacles for other units on the national network that are not currently fitted with obstacle deflectors, taking a targeted approach by identifying those fleets that are most likely to offer a positive case for fitting of obstacle deflectors.

RSSB, in consultation with the industry, and involving due industry process, should consider the case for retrofitting obstacle deflectors to units that are not currently equipped, other than those referred to in Recommendation 3 (paragraph 91c). The analysis should include re-evaluation of the findings of previous research in the light of this investigation and select for initial analysis the fleets that are most likely to have a positive case for retrofitting obstacle deflectors.

ORR has reported that RSSB is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated. ORR will advise when the status of this recommendation changes.

5 26/07/2015 05/2016

Derailment at Godmersham, Kent

Status: In-progress

The intent of this recommendation is to ensure that drivers have continuous access to a railway emergency call facility in the event of an accident that affects the on-board train radio.

London & South Eastern Railway Limited, in conjunction with Siemens Rail Automation Ltd and Network Rail, should complete their work to understand the nature of the problem with the GSM-R train radio system in this accident, and then implement reasonably practicable measures to ensure that its drivers have the facility to make an emergency call in similar situations in future (paragraph 93b). Examples of such measures may include:

- a) improving the resilience of the GSM-R radio system following an accident such as a derailment;
 - b) providing drivers with GSM-R handheld units;
 - c) ensuring that all relevant signalbox telephone numbers are stored in drivers' company mobile phones; and/or
 - d) providing guidance to drivers on the actions to take if the GSM-R radio becomes inoperative.
- On completion of its work, LSER should update the National Incident Report it raised on this matter (paragraph 114).

Note: This recommendation may be applicable to other train operators.

ORR has reported that London & South Eastern Railway Limited, in conjunction with Siemens Rail Automation Ltd and Network Rail is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated. ORR will advise when the status of this recommendation changes.