

Recommendation(s) Status: Freight train collision near Logan, East Ayrshire, 1 August 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)
<p>1 01/08/2015 13/2016</p> <p>Freight train collision near Logan, East Ayrshire</p> <p>Status: Awaiting response</p>	<p>The intent of this recommendation is to reduce the risk of trains colliding in possessions or work sites due to excessive speed. By reducing train speed through compliance with the rules, trains will take longer to transit through possessions and work sites, which may in turn promote shortening the length of possessions and work sites.</p> <p>Each freight operating company should have a driver competency management system that includes monitoring of its drivers when driving trains within both possessions and work sites to:</p> <p>identify and address any non-compliances with the rules for driving in possessions and work sites; and</p> <p>assess how well its drivers are able to proceed at caution when travelling in a possession or work site and address any observed deficiencies (paragraphs 116a.i and 116a.iii).</p> <p>This recommendation may also apply to other organisations who operate on-track machines in possessions and work sites.</p>	
<p>2 01/08/2015 13/2016</p> <p>Freight train collision near Logan, East Ayrshire</p> <p>Status: Awaiting response</p>	<p>The intent of this recommendation is to take action in the short term to reduce the risk of a misunderstanding (missing or incorrect information) when drivers are given instructions for making a movement from a signal protecting a possession, within a possession or within a work site.</p> <p>The freight operating companies should collaborate to produce a common form which will then be issued to all freight train drivers to record the instructions briefed to them when making:</p> <p>any movement into, within or out of a possession;</p> <p>movements into, within or out of a work site (other than short distance shunting movements and movements made during the work activity) (paragraph 115b.i and 115b.iii).</p> <p>This recommendation may also apply to other organisations who operate on-track machines in possessions and work sites.</p>	

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Freight train collision near Logan, East
Ayrshire

Status: Awaiting response

The intent of this recommendation is to implement longer term measures to reduce the risk of a misunderstanding (missing or incorrect information) when drivers are given instructions for making a movement from a signal protecting a possession, within a possession or within a work site.

The freight operating companies, in conjunction with Network Rail, should implement a method of working such that the content of briefings given to freight train drivers for making movements in accordance with Rule Book module GE/RT8000/T3 (Possession of a running line for engineering work) is recorded. The method adopted should include consideration of:

1 the minimum amount of information within these briefings that must be recorded for the safe movement of the train;

the person who must record this information;

how this information must be recorded; and

where the requirement on relevant staff to record this information should be mandated (paragraph 115b.i and 115b.iii).

This recommendation may also apply to other organisations who operate on-track machines in possessions and work sites.

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Freight train collision near Logan, East
Ayrshire

Status: Awaiting response

The intent of this recommendation is to reduce the risk of trains colliding in long possessions or long work sites due to the practicalities of drivers complying with the rules for driving in possessions and work sites.

The freight operating companies should collaborate to:

a) Investigate the practicalities of driving freight trains in possessions and work sites for long distances at a speed of 5 mph (8 km/h) or at other slow speeds when proceeding 'at caution' as defined in Rule Book module TW1 section 25. This should include consideration of the human factors issues that may influence the behaviour of drivers and their ability to drive trains at an appropriate speed.

b) Assess the skills a driver needs to drive in such circumstances, the effect of freight train braking performance, and the level of geographical knowledge that a driver needs.

c) Develop and implement a programme of work, in conjunction

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with Network Rail, to address any issues identified by parts (a) and (b) (paragraph 116a.ii).

This recommendation may also apply to other organisations who operate on-track machines in possessions and work sites.

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