

Recommendation(s) Status: Collision at Knockmore Junction, Northern Ireland




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 04/02/2016 20/2016</p> <p>Collision with object at Knockmore junction (NIR)</p> <p>Status: Awaiting response</p>	<p>The intent of this recommendation is to ensure that, before engineering supervisors permit lines to be returned to service after engineering activities, the safety of the line is checked by a method (or methods) appropriate to the activities undertaken. The checks must be pre-planned and may be carried out by the engineering supervisor or by others who report their findings to the engineering supervisor.</p> <p>Northern Ireland Railways should introduce a process to ensure that the engineering supervisor or other designated individual(s) are assigned responsibility for carrying out a visual inspection (or implementing equivalent checks) to confirm that track within a worksite is in a safe condition after engineering activities are completed and before the worksite is given up. The assignment of responsibility should be pre-planned (where possible before work commences), documented and practical. It should cover all areas where engineering work is undertaken, all access/egress points and all sections of track used for travelling between these locations (paragraph 101d).</p>	
<p>2 04/02/2016 20/2016</p> <p>Collision with object at Knockmore junction (NIR)</p> <p>Status: Awaiting response</p>	<p>The intent of this recommendation is to ensure that a robust document process, compliant with Northern Ireland Railways' requirements, is always used when staff sign in and sign out of worksites.</p> <p>Northern Ireland Railways should review the methods used by staff, such as track safety co-ordinators, when signing-in and signing-out of worksites. The review should include how and when briefings are provided by engineering supervisors, methods used to ensure staff comply with formalised procedures and possible modifications to existing processes such as introducing formalised systems for signing-in and signing-out by telephone (paragraph 103).</p>	