

## Recommendation Status Report: Collision between a train and a piece of equipment at Barrow-upon-Soar, Leicestershire

This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of the recommendation(s), as reported to us, are described by the following categories:

### Key to Recommendation Status

<b>Open</b> (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
<b>Closed</b> (replaces Implemented, Implemented by alternative means, and Non-implementation)	ORR consider the recommendation to have been taken into consideration by an end implementer and evidence provided to show action taken or justification for no action taken.
<b>Insufficient response:</b>	The end implementer has not provided sufficient evidence that the recommendation has been taken into consideration, or if it has, the action proposed does not address the recommendation, or there is insufficient evidence to support no action being taken.
<b>Superseded:</b>	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
<b>Awaiting response:</b>	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concern over the way that an organisation has responded to a recommendation are indicated by one of the following:

**Red** – RAIB has concerns that no actions have been taken in response to a recommendation.

**Blue** – RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.

**White** – RAIB notes substantive actions have been reported, but the RAIB still has concerns.

# Recommendation Status Report



<b>Report Title</b>	Collision between a train and a piece of equipment at Barrow-upon-Soar, Leicestershire,
<b>Report Number</b>	21/2016
<b>Date of Incident</b>	14/02/2016

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
21/2016/01	Closed - I	None	<p>The intent of this recommendation is that Tarmac and Wabtec take steps to address the risk that the use and maintenance of rail vehicles poses to passing trains, not just directly to staff.</p> <p>Tarmac and Wabtec should review and improve their processes for hazard identification and risk assessment to ensure that they encompass consideration of the risk that their rail operations, including maintenance activities, might pose to other railway operations (paragraphs 131b, 132b and 133a).</p>	<p>ORR has reported that Wabtec 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>
21/2016/02	Closed - I	None	<p>The intent of this recommendation is to ensure that Wabtec's management of maintenance and inspection is effective.</p> <p>Wabtec should review its management arrangements at Barrow Railhead to ensure that the maintenance and inspection procedures are clearly defined, understood and correctly executed. This should include definition of the areas of the site where the type of work is prohibited or permitted (paragraphs 131b and 132a).</p> <p>This may also apply to other Wabtec maintenance sites.</p>	<p>ORR has reported that Wabtec 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>
21/2016/03	Closed - NI	None	<p>The intent of this recommendation is for Tarmac to prevent continued operation of rail wagons it owns with known defects, without introducing measures to mitigate the associated risks.</p> <p>Tarmac should review its management processes, and their</p>	<p>ORR has reported that Tarmac has carried out a review in response to this recommendation and proposes no further action. ORR proposes to take no further action unless they become aware</p>

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			<p>implementation, to identify why no action was taken to manage the risk from continued operation of the unloading wagons after it had been informed of the unacceptable condition of the electrical system. It should introduce any necessary changes to prevent a similar occurrence (paragraph 132b).</p>	<p>that the information provided becomes inaccurate.</p>
21/2016/04	Closed - NI	None	<p>The intent of this recommendation is to ensure that the electrical system deficiencies are addressed before any of the SDT fleet re-enters service.</p> <p>Before any re-entry to service, the registered keeper of the SDT vehicles should ensure that the condition of the electrical system is restored to be safe to operate in the environment in which it is to be used (paragraphs 131a, 132a and 133b).</p>	<p>ORR has reported that Tarmac has carried out a review in response to this recommendation and proposes no further action. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>