

## Recommendation Status Report: Two signal passed at danger incidents, at Reading Westbury Line Junction and Ruscombe Junction

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Superseded: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	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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>	Two signal passed at danger incidents, at Reading Westbury Line Junction and Ruscombe Junction
<b>Report Number</b>	18/2016
<b>Date of Incident</b>	03/11/2015

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
18/2016/02	Open	None	<p>The intent of this recommendation is to improve the management of fatigue amongst freight operating companies, in accordance with contemporary research and good practice.</p> <p>Freight operating companies should expedite a review of their fatigue risk management systems to ensure that they have sufficient controls (eg policies, company standards) in place which are consistent with published good practice (such as that from ORR and RSSB), including:</p> <ul style="list-style-type: none"> <li>I rostering rules and associated staffing levels (such as limits on working hours, overtime and consecutive shifts), especially for night shifts;</li> <li>I appropriate use of biomathematical fatigue models (such as the FRI);</li> <li>I training and education on fatigue for safety-critical workers and controllers of safety-critical work;</li> <li>I fitness for duty checks when booking-on for duty;</li> <li>I processes for gathering and using feedback, in an open and timely manner, from safety-critical workers on fatigue-inducing shift patterns;</li> <li>I in consultation with their occupational health advisers, screening and treatment for sleep disorders as part of medical assessments, both routinely and particularly where a worker has been involved in a suspected fatigue-related incident, and requirements on individuals to declare any known sleep disorders to their employer.</li> </ul>	<p>ORR has reported that DB Cargo, Freighliner, GB Railfreight, Colas and Devon &amp; Cornwall railways 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>

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			(paragraph 103b)	
18/2016/03	Closed - I	None	<p>The intent of this recommendation is to improve the industry's understanding of fatigue risk through deeper analysis of available data sources, providing more intelligence on fatigue risk precursors which could feed into fatigue risk management systems (although this should not be a reason to delay the implementation of recommendation 2) and be of benefit to the wider industry.</p> <p>DB Cargo (UK) Ltd, in cooperation with other freight operating companies, should submit a research proposal to RSSB with the aim of conducting more detailed analysis on incident patterns using normalised data (eg long shifts, consecutive shifts), revisiting previous research in this area and building on recent advances in SPAD data analysis (paragraph 134).</p>	<p>ORR has reported that Freight operating companies, cooperating through the freight risk steering group, reported that they have 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>
18/2016/01	Open	None	<p>The intent of this recommendation is to reduce the risk of fatigue arising from the rosters and diagrams worked at Westbury depot.</p> <p>DB Cargo (UK) Ltd should review the driver diagrams and rosters at Westbury depot to identify those at highest risk of fatigue and amend the timing, duration and/or operation of these trains in order to reduce the fatigue risk. The review should consider the findings from this investigation, industry good practice, staffing levels and feedback from the company's drivers (paragraph 102b).</p>	<p>ORR has reported that DB Cargo 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.</p>