

Recommendation(s) Status: Freight train derailment at Lewisham, south-east London

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

Open (replaces Progressing and Implementation On-going)	Actions to address the recommendation are ongoing.
Closed (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.
Insufficient response:	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.
Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.
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:

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

Blue – 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.

White – The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Recommendation Status Report



Report Title	Freight train derailment at Lewisham, south-east London
Report Number	04/2018
Date of Incident	24/01/2017

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
04/2018/01	Open	None	<p>The intent of this recommendation is to limit the use of manual lifting and packing of track to such cases where it is sufficient to give adequate support to the track. Consideration of its use following renewal and heavy maintenance, where there has been significant disturbance to the track and ballast, is of particular relevance.</p> <p>Network Rail should assess the suitability and limitations of manual lifting and packing following track renewal and other work likely to result in significant change to track geometry or the supporting ballast. It should update its process and guidance, as necessary, and brief its track teams (both in-house and those working for its suppliers and contractors) on changes made (paragraph 138a.ii).</p>	<p>ORR has reported that Network Rail has a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise RAIB when actions to address this recommendation have been completed.</p>
04/2018/02	Closed - I	White	<p>The intent of this recommendation is to ensure suitable confirmation that the track is adequately supported, or where this is not possible, that suitable mitigation measures are put in place, in particular following renewal and heavy maintenance, where there has been significant disturbance to the track and ballast.</p> <p>With respect to hand back into service following track renewal, and other work likely to result in significant change to track geometry or the supporting ballast, Network Rail should:</p>	<p>ORR has reported that NR 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>

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			<p>I assess and define the criterion (for instance degree of track bed disturbance) for which it is expected that the vertical track geometry should be confirmed under load, and</p> <p>I define the specific mitigation measures that need to be applied when this is not possible.</p> <p>It should then update its process and guidance to include objective limits and mitigation measures, as necessary, and brief its track teams (both in-house and those working for its suppliers and contractors) on changes made (paragraph 138a.iii).</p>	
04/2018/03	Closed - I	None	<p>The intent of this recommendation is to ensure that excessive cant gradients are not inadvertently introduced into the track following renewal and heavy maintenance work.</p> <p>Network Rail should determine the circumstances when cant gradient should be measured before handing back track into service following renewal, and other work likely to result in significant change to track geometry or the supporting ballast, and the limits that apply. It should update its process and guidance to include the requirement and associated limits, and brief its track teams (both in-house and those working for its suppliers and contractors) on changes made (paragraph 141a).</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate. \$W</p>
04/2018/04	Closed - I	None	<p>The intent of this recommendation is to minimise the likelihood of vertical track geometry features that are hazardous to the safe passage of trains, from forming in modular S&C layouts.</p> <p>Network Rail should review the design and validation of the standard</p>	<p>ORR has reported that Network Rail has a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise RAIB when actions to</p>

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			<p>bearer tie that it uses on modular S&C layouts, taking into account the applications in which it is being used and how its mechanical behaviour promotes the formation of track twist faults and unintended cant gradients. It should use its findings to determine the validity of requirements and guidance defined in its technical standards and on its standard design drawings, and amend and brief designers, suppliers, installers and others as appropriate (paragraphs 138b.i, 138b.ii and 140).</p>	<p>address this recommendation have been completed.</p>
04/2018/05	Closed - I	None	<p>The intent of this recommendation is to hasten the establishment of a practical means of preventing bulk hopper wagons travelling on the national network with a significant laterally-offset payload.</p> <p>In its role of managing the development programme of the Cross- industry Freight Derailment Working Group, the RSSB should expedite work to define an acceptable limit for the lateral offset of the payload carried by bulk hopper wagons permitted to operate on the national network. The working group should additionally research and propose how compliance with this limit can be managed (paragraph 139).</p>	<p>ORR has reported that RSSB through the Cross Industry Freight Derailment Working Group 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>