

## Recommendation(s) Status: Freight train derailment at Sheffield station

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

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>Insufficient response:</b>	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.
<b>Progressing:</b>	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.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Closed - carry forward:</b>	ORR intends to take no further action as it has been superseded by another recommendation.
<b>Awaiting response:</b>	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



<b>Report Title</b>	Freight train derailment at Sheffield station
<b>Report Number</b>	07/2021
<b>Date of Incident</b>	11/11/2020

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
07/2021/01	Implementation Ongoing	None	<p>The intent of this recommendation is to improve the management of derailment risk at locations where that risk is high.</p> <p>Network Rail should review its processes for the application of site-specific derailment risk assessments, such as those implemented by track work instruction TWI 3G130, and make and brief any necessary changes so that they are fully and consistently implemented by track maintenance staff (paragraph 125c.ii).</p>	<p>ORR has reported that (Dutyholder name) has a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR has reported that (Dutyholder name) 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>
07/2021/02	Implementation Ongoing	None	<p>The intent of this recommendation is to improve the implementation of safety-critical track maintenance activities.</p> <p>Network Rail should review its arrangements for how safety-critical changes to the management of track maintenance are incorporated into its processes and procedures, including consideration of management assurance of compliance. In particular, this review should include consideration of how Network Rail determines whether such changes should be implemented as standards or as guidance. Network Rail should make and brief any revisions necessary to facilitate appropriate,</p>	<p>ORR has reported that (Dutyholder name) 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>

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			consistent and effective implementation of such safety-critical changes (paragraphs 125c.iii and 126a).	
07/2021/03	Implementation Ongoing	None	<p>The intent of this recommendation is to align standards and practice for the use of check rails</p> <p>Network Rail should review, and update and brief as necessary, its standards and processes relating to the fitment of check rails to clarify their applicability, or otherwise, to tight track radius locations inside switches and crossings as a means of managing derailment risk (paragraph 125d).</p>	<p>ORR has reported that (Dutyholder name) 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>
07/2021/04	Implementation Ongoing	None	<p>The intent of this recommendation is to improve the ability of track maintenance staff to detect changes in track geometry.</p> <p>Network Rail should review, and change as necessary, the format of the data produced by its MPV track recording unit, geometry recording trolleys and other measurement systems, and analysis tools, so that track maintenance staff can routinely and easily identify fault locations and perform trend analysis of track geometry (paragraphs 125b and 127a). This recommendation reinforces recommendation 1 from RAIB's investigation into the freight train derailment at Willesden High Level junction on 6 May 2019, and could be incorporated into the work resulting from it (paragraph 150).</p>	<p>ORR has reported that (Dutyholder name) 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>