

## Recommendation(s) Status: Runaway and derailment of wagons at Toton, Nottinghamshire

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>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Superseded: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	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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 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>	Runaway and derailment of wagons at Toton, Nottinghamshire
<b>Report Number</b>	09/2021
<b>Date of Incident</b>	17/01/2021

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
09/2021/01	Open	None	<p>The intent of this recommendation is to reduce the risk of unsecured vehicles running away.</p> <p>DB Cargo should establish the extent to which vehicles are being left unsecured in the yards and sidings which it manages or controls, and identify the possible reasons for this, including any misapplication of the rules for locomotive run-round movements in Rule Book Module TW4 'Preparation and working of freight trains'. DB Cargo should implement changes to address any issues identified (paragraphs 106a.i and 107a). This recommendation may apply to other freight operating companies.</p>	<p>ORR has reported that DB, Colas and DRS have implemented this recommendation and that DC, FTL, GBRf and Victa have a proposed action plan and timescale for delivery to be taken in response to the recommendation. ORR will advise when the status of this recommendation changes.</p>
09/2021/02	Open	None	<p>The intent of this recommendation is to reduce the risk of vehicles running away after a train has arrived in a yard or siding.</p> <p>DB Cargo should review and improve its processes for trains arriving at its yards and sidings so it is clear when safety critical tasks should be undertaken, who is responsible for them and how their completion is communicated to others (paragraphs 106a.ii and 107b).</p>	<p>ORR has reported that DB has a proposed action plan although there is no timescale for delivery to be taken in response to the recommendation. ORR will advise when the status of this recommendation changes.</p>
09/2021/03	Insufficient Response	None	<p>The intent of this recommendation is to reduce the risks posed by staff not following rules or operating procedures correctly.</p> <p>DB Cargo should review its current arrangements for supervising, monitoring and auditing safety in the yards and sidings which it manages or controls. This review should determine if the arrangements are sufficient to:</p> <ul style="list-style-type: none"> <li>• detect regular or routine non-compliance to rules and operating</li> </ul>	<p>ORR has reported that DB 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>

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			<p>procedures;</p> <ul style="list-style-type: none"> <li>• identify the extent and underlying cause of non-compliances; and</li> <li>• produce appropriate corrective actions.</li> </ul> <p>DB Cargo should identify and implement any improvements needed to these arrangements (paragraph 107a).</p>	
09/2021/04	Open	None	<p>The intent of this recommendation is to reduce the risk of runaway vehicles that are derailed on trap points from fouling an adjacent line.</p> <p>Network Rail should revise its risk assessment processes for both new and existing trap points so that it specifically considers the risk of an adjacent running line becoming fouled when uncontrolled vehicles run away from a siding. This should specifically consider the risks associated with derailments involving uncontrolled vehicles on trap points and the factors that influence how far the uncontrolled vehicles could travel once derailed (paragraph 108).</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 when the status of this recommendation changes.</p>