

Recommendation Status Report: Derailment and fire involving a tanker train at Llangennech, Carmarthenshire

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

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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 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.

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Report Title	Derailment and fire involving a tanker train at Llangennech, Carmarthenshire
Report Number	01/2022
Date of Incident	26/08/2020

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
01/2022/01	Open	None	<p>The intent of this recommendation is for Touax to validate, and where necessary improve, the way it manages the risk associated with its maintenance responsibilities for freight wagons operating in the United Kingdom.</p> <p>Touax should commission an independent review of the actions it has taken to improve its management of maintenance following the accident at Llangennech and assess their completeness and effectiveness. In particular, this review should address:</p> <ul style="list-style-type: none"> a. the effectiveness of the processes that have been put in place to ensure that safety critical systems and components are fully and correctly maintained by those contracted to do so; b. the appropriateness of current instructions concerning the inspection, maintenance, removal and reattachment of safety critical components; c. the traceability of safety critical components; d. its processes for learning from the experience of its own people and other maintainers; e. the dissemination of safety critical information including the reporting of dragging brake events and similar irregularities affecting the safety of its freight wagons; and f. the extent to which its staff understand their maintenance responsibilities and are competent to perform them. <p>The findings of the review should be fully assessed and implemented to the extent necessary to reduce the risk of accidents linked to the condition of wagons. (paragraphs 213a.ii, 213a.iii and 219).</p>	<p>ORR has reported that Touax 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>

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01/2022/02	Open	None	<p>The intent of this recommendation is to identify and mitigate the risk associated with the maintenance of safety critical components on freight wagons at Robeston.</p> <p>Touax Rail, in conjunction with DB Cargo Maintenance, should carry out a task analysis of the processes that are used for the maintenance of fuel tank wagons operating out of Robeston terminal, taking full account of the risk associated with tasks being completed incorrectly and the working environment at the site. A time-bound plan should be developed for any necessary improvements that are identified (paragraph 213a.ii). This recommendation may also apply to other ECMs.</p>	<p>ORR has reported that Touax 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>
01/2022/03	Closed - I	None	<p>The intent of this recommendation is to mitigate risks involved in the overhaul of the safety critical components of freight wagons maintained by Arlington Fleet Services Ltd.</p> <p>Arlington Fleet Services Ltd, in conjunction with Touax Rail, should review and improve its quality management arrangements for maintaining and overhauling safety critical systems and components of wagons at Eastleigh works. This should include completing a task analysis of the processes that are used for undertaking and verifying the work done in accordance with Touax's work instructions. It should also check that the instructions issued to staff are complete and suitable for the task. A time-bound plan should be developed for the areas of improvement that are identified (paragraph 213a.ii).</p>	<p>ORR has reported that Arlington Fleet Services 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>
01/2022/04	Closed - I	None	<p>The intent of this recommendation is to validate the design of the interface between the relay valve and the pipe bracket on the GF4-SS1 brake group.</p> <p>Wabtec Faiveley should use the findings of this investigation to review the design of the interface between the VCAV relay valve and GF4-SS1 pipe bracket and implement any necessary improvements. This should include a review of the position of the equipment on the vehicle, the type and number of fastenings, specified torque values, related instructions</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>

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			for the detachment and reattachment of a relay valve, and how the security of safety critical component fixings is monitored. A time-bound plan should be developed for any necessary improvements that are identified (paragraph 213a.i).	
01/2022/05	Awaiting Response	None	<p>The intent of this recommendation is to improve the surveillance and certification processes of entities in charge of maintenance (ECM) of wagons carrying dangerous goods.</p> <p>BELAC, the Belgium National Accreditation Body, should use the findings from this report to carry out a review of the processes that are used to assess certification bodies who apply for or undertake surveillance and assurance certification of entities in charge of maintenance of wagons transporting dangerous goods.</p> <p>Any areas for improvements that are identified should be incorporated into the surveillance and certification process (paragraph 213a.iv).</p> <p>This may also apply to the arrangements which the United Kingdom Accreditation Service (UKAS) has for accreditation of bodies engaged in certification of entities in charge of maintenance.</p>	
01/2022/06	Open	None	<p>The intent of this recommendation is to provide practical guidance on good practice in wagon maintenance.</p> <p>RSSB, in conjunction with the National Freight Safety Group and entities in charge of maintenance (ECMs) with UK certification, should commission guidance on the practical application of the ECM regulations in the freight sector. This guidance should provide existing and new ECMs with examples of good practice that can be adopted to meet the legal requirements for all four ECM functions. It should also document ORR's regulatory strategy for freight wagon maintenance and its reasonable expectations of ECMs when operating in the UK, particularly in respect of outsourced maintenance delivery activities (paragraph 218).</p>	ORR has reported that RSSB 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.
01/2022/07	Open	None	The intent of this recommendation is to reduce the risk that wagons will continue to run with undetected dragging brakes or locked wheelsets.	ORR has reported that Network Rail has a proposed action plan and timescale for delivery to be

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			<p>Network Rail in conjunction with RSSB and the National Freight Safety Group should review the technology and systems currently being used in the UK and other European countries to identify how improvements can be made to the railway's ability to alert a train driver, signaller or control room to a wagon defect that may lead to a derailment, such as dragging brakes or an axle bearing failure. This review should include consideration of:</p> <ul style="list-style-type: none"> • the use of existing or new trackside equipment that is designed to detect overheated wheels and transmit an alarm; and • equipment installed on wagons that is capable of detecting a safety critical fault and transmitting an alarm. <p>A risk-based plan should be formulated for the introduction of such improved systems, that accounts for the likelihood and consequences of a dangerous goods train derailment (paragraph 213b).</p>	<p>taken in response to the recommendation. ORR will advise when the status of this recommendation changes.</p>
01/2022/08	Open	None	<p>The intent of this recommendation is to improve the management of wagon maintenance on GB railways. This recommendation should be implemented in parallel with the existing programme of work for condition monitoring of freight wagons on the network (CFVN) and any actions taken in response to recommendations 1, 2, 3 and 4.</p> <p>The National Freight Safety Group and the Freight Technical Committee, in conjunction with Network Rail and other industry stakeholders should develop a comprehensive programme of measures designed to promote the improvement of freight wagon maintenance in the UK. The programme should address all areas of significant risk, and aim to address the following issues:</p> <ol style="list-style-type: none"> a. how to capture and record high quality data relating to events which are recognised precursors to accidents, such as dragging brakes, to enable the better identification of the root causes and trends; b. how to encourage the effective sharing of safety related information between wagon owners and maintainers; c. the promotion of improved maintenance instructions, equipment, working conditions, methods and levels of compliance; 	<p>ORR has reported that RSSB 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>

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			<p>d. quality and management assurance processes that encompass ECMs, workshops, contractors and suppliers of specialised services; and</p> <p>e. how to develop the competence of those undertaking maintenance of freight wagons, including the ability to spot defects that may affect the safe operation of freight wagons.</p> <p>Once developed and agreed by stakeholders, the programme of measures should be implemented and progress monitored by the National Freight Safety Group (paragraphs 213a.iii and 214).</p>	
01/2022/09	Closed - I	None	<p>The intent of this recommendation is to address a gap in the regulatory oversight of freight wagon maintenance.</p> <p>The Department for Transport and the Office of Rail and Road should jointly review the current arrangements for the oversight of entities in charge of maintenance (ECMs) and certification bodies that are not based in the UK. As a minimum the review should include consideration of:</p> <ul style="list-style-type: none"> • the effectiveness of current arrangements for the oversight of ECMs that are not based in the UK; • current barriers to effective engagement with ECMs and certification bodies that are based outside the UK; and • avenues for closer engagement with EU national safety authorities on matters related to rolling stock maintenance. <p>The outcome of the review should be used to inform any necessary changes to policy or legislation in this area (paragraph 215a.).</p>	<p>ORR has reported that it and the Department for Transport 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>