

Recommendation Status Report: Collision between two freight trains at Loversall Carr 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

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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

Recommendation Status Report



Report Title	Collision between two freight trains at Loversall Carr Junction
Report Number	08/2023
Date of Incident	05/07/2022

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
08/2023/01	Awaiting Response	None	<p>The intent of this recommendation is to reduce the risk of fatigue affecting the performance of train drivers employed by GBRf.</p> <p>GBRf should review its existing policies and processes relating to fatigue management. This review should consider how the risks of driver fatigue are assessed and controlled, as well as relevant law, guidance and good practice from other industries that may be applicable. This review should include consideration of:</p> <ul style="list-style-type: none"> a. the incorporation of policy and process into an integrated fatigue risk management model b. how the risk of fatigue is managed for the roster and how factors such as fatigue created by rest day working is assessed and controlled c. the use of biomathematical fatigue models d. reviewing and updating risk assessments for the driving task, including the identification and mitigation of any other hazards caused by train drivers being fatigued which are not otherwise addressed e. how assurance and monitoring processes will ensure that fatigue risk control remains effective. <p>GBRf should develop a timebound programme for the implementation of any appropriate measures identified. This recommendation may apply to other train, freight and rail vehicle operators. (Paragraphs 172 and 173).</p>	
08/2023/02	Awaiting Response	None	<p>The intent of this recommendation is that medical assessments identify safety-critical staff at risk of sleep disorders.</p>	

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			RSSB, working in conjunction with relevant transport undertakings, should review current medical fitness standards for safety-critical staff. Where appropriate, these should be updated to include a requirement to identify sleep disorder indicators (paragraphs 101 and 173a).	
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