Recommendation Status Report: Signal passed at danger at Stafford Trent Valley Junction No. 1

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Superseded:	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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	Signal passed at danger at Stafford Trent Valley Junction No. 1
Report Number	05/2024
Date of Incident	22/08/2023

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
05/2024/01	Closed - I	None	The intent of this recommendation is for Freightliner to more effectively manage the risks associated with the operation of light locomotives. Freightliner should review its risk assessments and processes associated with the operation of light locomotives, including those for managing test runs, to ensure that any inherent operational risk is recognised and mitigated. This review should include consideration of the required competence and experience of staff involved, their training and the provision of any information to them that could be relevant. Freightliner should introduce any necessary changes identified as part of this review (paragraph 133a). This recommendation may also be applicable to other freight operating companies and to any other transport undertakings that operate light locomotives.	ORR has reported that Freightliner 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.
05/2024/02	Closed - I	None	The intent of this recommendation is to improve the ability of Freightliner's train drivers to effectively deal with out-of-course scenarios. Freightliner should review how it trains and assesses train drivers to effectively and safely manage abnormal, out-of-course and potentially stressful situations. This review should consider whether the use of training simulations, or other means, has the potential to better equip train drivers to safely manage such situations. Freightliner should introduce any necessary changes identified by this review (paragraphs 132a.i, 133b, 134a and 134c).	ORR has reported that Freightliner 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.

Created on 10 February 2026

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			This recommendation may also be applicable to other freight operating companies.	