

## Recommendation Status Report: Derailment of a freight train at Audenshaw, Greater Manchester

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

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Superseded: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	The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.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



<b>Report Title</b>	Derailment of a freight train at Audenshaw, Greater Manchester
<b>Report Number</b>	10/2025
<b>Date of Incident</b>	06/09/2024

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
10/2025/01	Awaiting Response	None	<p>The intent of this recommendation is for Network Rail to gain greater assurance of the reliability of its designs for longitudinal bearer systems.</p> <p>Network Rail should review its standards and processes that relate to the design of components used in its longitudinal bearer systems so that such components are assured to withstand the proof and fatigue loading they will be subjected to throughout their expected service life.</p> <p>Network Rail should develop a timebound plan for the implementation of any appropriate changes to standards and processes identified by this review (paragraph 273a.i).</p>	
10/2025/02	Awaiting Response	None	<p>The intent of this recommendation is for Network Rail to improve its management of longitudinal bearer systems.</p> <p>Network Rail should review its standards, procedures and guidance documents covering the management of longitudinal bearer systems so that:</p> <ul style="list-style-type: none"> <li>• There is clear guidance to designers and installers as to which components and assemblies are appropriate for use in various configurations and expected operational conditions.</li> <li>• Clear procedures and guidance exist for the inspection and maintenance of the assets, and that any inspection methods specified are capable of identifying component failures.</li> <li>• Effective processes exist for the reporting of any failures and degradation of individual components which will ensure that any technical issues arising can be clearly understood and rectified.</li> <li>• Its track risk register work instruction (NR/L3/TRK/9025) reflects any findings of the assessments of the risk of derailment on its assets.</li> </ul>	

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			<p>Network Rail should develop a timebound plan for the implementation of any appropriate changes to standards and procedures identified by this review (paragraphs 273b.i, 273b.ii, 273c and 274a).</p>	
10/2025/03	Awaiting Response	None	<p>The intent of this recommendation is for Network Rail to improve the competency of those working with its longitudinal bearer systems.</p> <p>Network Rail should review its competency management systems for those working on longitudinal bearer systems so that:</p> <ul style="list-style-type: none"> <li>• The installation, inspection and maintenance of its assets are effectively covered by its competency management systems.</li> <li>• There are sufficient competent people available at route, delivery unit, and depot level to effectively manage its LBS assets.</li> </ul> <p>Network Rail should develop a timebound plan for the implementation of any appropriate changes to its competency management systems identified by this review (paragraph 274a).</p>	
10/2025/04	Awaiting Response	None	<p>The intent of this recommendation is for Network Rail to improve the interface between disciplines that are jointly responsible for the management of longitudinal bearer systems and their supporting structures.</p> <p>Network Rail should:</p> <ul style="list-style-type: none"> <li>• review whether its current process of using longitudinal bearer management plans is the most effective way of sharing information between disciplines to better manage longitudinal bearer system assets</li> <li>• review the processes which assure that any cross-disciplinary management activities are fully completed, updated and acted upon</li> <li>• review whether longitudinal bearer systems would be better managed as a discipline/subject area more distinct from plain line track, so that the specific skills and activities required by those assets can be better managed.</li> </ul>	

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			Network Rail should develop a timebound plan for the implementation of any appropriate changes to standards and processes identified by this review (paragraph 274a).	
10/2025/05	Awaiting Response	None	<p>The intent of this recommendation is for Network Rail to improve its understanding of its assets.</p> <p>Network Rail should research the effects of the condition of supporting structures on the behaviour of longitudinal bearer systems and track to better understand and pre-empt future degradation.</p> <p>Network Rail should develop a timebound plan for the implementation of any appropriate findings from this research (paragraphs 273a.ii and 274a).</p>	
10/2025/06	Awaiting Response	None	<p>The intent of this recommendation is for Network Rail to manage its longitudinal bearer systems when changes in loading conditions occur.</p> <p>Network Rail should review current procedures for the management of longitudinal bearer systems and their supporting structures when changes in traffic volumes occur. This should include:</p> <ul style="list-style-type: none"> <li>• the process by which changes in traffic volumes are used to assess the likely performance and degradation of the assets</li> <li>• the process by which these changes are used to consider the necessity of design modifications or adjusted inspection and maintenance frequencies or activities.</li> </ul> <p>Network Rail should develop a timebound plan for the implementation of any appropriate changes to standards and processes identified by this review (paragraph 273a.ii).</p>	
10/2025/07	Awaiting Response	None	<p>The intent of this recommendation is for Network Rail to improve its understanding of its longitudinal bearer system assets.</p> <p>Network Rail should review the accuracy and completeness of its asset records relating to its existing longitudinal bearer systems, including the recording of component configurations and any failures.</p>	

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			Network Rail should develop a timebound plan for making any identified changes to its asset records identified by this review (paragraph 274a).	
10/2025/08	Awaiting Response	None	<p>The intent of this recommendation is for Network Rail to improve its assurance processes for the maintenance of its longitudinal bearer system assets.</p> <p>Network Rail should review the implementation and effectiveness of its assurance processes on its longitudinal bearer systems. This should include consideration of the quality and depth of the assurance activities. This is to assure that maintenance delivery units are keeping accurate records of inspection and maintenance activities on longitudinal bearer systems.</p> <p>Network Rail should develop a timebound plan for the implementation of any appropriate changes to standards and processes identified by this review (paragraph 274b).</p>	