

**Oliver Stewart**  
**RAIB Recommendation Handling Manager**  
T: 020 7282 3864  
M: 07710069402  
E-mail [oliver.stewart@orr.gov.uk](mailto:oliver.stewart@orr.gov.uk)

29 January 2021

Mr Andrew Hall  
Deputy Chief Inspector of Rail Accidents  
Cullen House  
Berkshire Copse Rd  
Aldershot  
Hampshire GU11 2HP

Dear Andrew,

**RAIB Report: Collision between a train and a fallen bridge parapet at Froxfield, Wiltshire on 22 February 2015**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 4 addressed to ORR in the above report, published on 20 January 2016.

The annex to this letter provides details of actions taken in response to the recommendation and the status decided by ORR. The status of recommendation 4 is '**Implemented**'.

We do not propose to take any further action in respect of the recommendation, unless we become aware that any of the information provided has become inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 1 February 2021.

Yours sincerely,



Oliver Stewart

---

<sup>1</sup> In accordance with Regulation 12(2)(b) of the Railways (Accident Investigation and Reporting) Regulations 2005

## Recommendation 4

*The intent of this recommendation is that when trains are permitted to run following a collision, there is a mandated requirement to consider the circumstances of the collision carefully, and impose an appropriate speed restriction for the onward movement, especially when there are passengers on board.*

RSSB, in consultation with industry, should propose, and then promote, the introduction of an additional specific requirement in an appropriate Railway Group Standard, so that in the event a train is damaged in an incident (including striking objects on the track) and is to be moved (with or without fitter attention), the conditions of any such movement, including the maximum permissible speed, are subject to a full consideration of:

- a) the circumstances of the incident (including the train speed and nature of any obstacle struck);
- b) the limitations of any on-site assessment of damage; and
- c) whether or not there are passengers on board

## ORR decision

1. RSSB has updated the Rule Book to set out the actions required of a driver in the event of a train colliding with an obstruction on the line. The intention of the requirement is to ensure that sufficient consideration has been given before allowing movements with a suitable speed restriction or other operational constraints. The Rule Book requirements align with existing RSSB guidance on Post Incident and Post Accident Testing of Rail Vehicles (RIS-2273-RST Issue 2) issued in 2017.

2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, RSSB has:

- taken the recommendation into consideration; and
- has taken action to implement it

**Status: Implemented.**

## Previously reported to RAIB

3. On 31 January 2017 ORR reported the following:

RSSB have stated that the RGS relevant to post incident testing of rail vehicles (GM/RT2273) has been withdrawn as a group standard but retained as a RIS (i.e. guidance). The Rolling Stock Standards Committee will now decide if any changes need to be made to the RIS before publication

## Update

4. On 14 January 2021 RSSB provided the following update:

*On 11 April 2016, RSSB confirmed that it accepted the recommendation and intended to submit a proposal to Rolling Stock Standards Committee (RST SC) to amend GM/RT2273 (Post-incident and post-accident testing of rail vehicles). This standard currently sets out requirements for post-incident and post-accident examination and testing of rail vehicles, with particular requirements for testing of brakes, speed indicating systems, exterior doors and warning horns. The proposal aimed to take into account Recommendation 4 and included new requirements and guidance on assessing any damage that may have occurred following an incident, and require the duty holder to define the conditions in which the vehicle(s) can be moved safely (if at all).*

*The proposal was presented to the RST SC at its 22 July 2016 meeting. The discussion reiterated that the Railway Group Standard is now a Rail Industry Standard and that section 16 of GO/RT3437 (Defective on-train equipment) may require changing. Given these points, the Committee accepted the proposal.*

*RST SC agreed to RSSB's proposal that GM/RT2273 (Post-incident and post-accident testing of rail vehicles) will be amended to include new requirements and guidance on assessing any damage that may have occurred following an incident, and require the duty holder to define the conditions in which the vehicle(s) can be moved safely (if at all). The associated proposal was initiated on 18 July 2016, with the aim to 'Revise RIS-2273-RST Iss 1 [formerly GMRT2273], RAIB 02/2016 Froxfield Rec 4'. The RST SC approved this on 22 July 2016.*

*A draft RIS-2273-RST Issue 2 was provided to Standards Committees for approval. It was considered by the Control, Command and Signalling (CCS) SC on 26 October, by the RST SC on 3 November 2017 and the Traffic, Operations and Management (ROM) SC on 7 October 2017.*

*As planned, RST SC approved on 03/11/2017 (CCS SC supported on 26/10/2017, TOM SC supported on 07/11/2017) draft RIS-2273-RST Issue 2 for publication on 2 December 2017. However, it was understood that alignment would be needed between RIS-2273-RST issue two and Rule Book modules, eg GERT8000M1 'Dealing with a train accident or train evacuation', GERT8000M3 'Managing incidents, floods and snow', GERT8000-TW5 'Defective or isolated vehicles and on-train equipment' and GOGN3637 issue two 'Guidance on Defective on-Train Equipment'.*

*[RIS-2273-RST Issue 2](#) was published on 2 December 2017. This contains the black-lined change for the additional requirement recommended by RAIB Report 02/2016 Froxfield Recommendation 4. This was embodied in clause 2.2.1:*

## **2.2 Actions following a derailment or collision**

### **2.2.1 Pre-movement assessments**

**[2.2.1.1](#)** *Before authorising a train movement, the following conditions shall be considered and recorded when determining if the train can be moved, and if speed restrictions or other operational constraints on a train that has been involved in a derailment or collision need to be applied:*

- a) *The circumstances of the derailment or collision (including the train speed and nature of any obstacle struck);*
- b) *The limitations resulting from the damage assessments required by 2.2.2;*
- c) *The presence of passengers or sensitive cargo on the train.*

### **Rationale**

*G [2.2.1.2](#) The intention of the requirement is to ensure that sufficient consideration has been given before allowing movements with a suitable speed restriction or other operational constraints. This is to prevent additional damage to the railway vehicle, infrastructure and / or injury and damage to passengers or cargo being transported.*

*In March 2020, an amendment was proposed to the Rule Book requiring a driver to contact the TOC's control and advise the maintenance controller of any obvious damage to equipment that would be apparent without a technically-competent examination. The driver is then told that he will either be instructed that the train can proceed, and any restrictions to be applied, or alternatively that the train must not proceed until an RST has attended and given permission, again subject to any restrictions that may be necessary. This is considered to be consistent with the relevant Rolling Stock RIS. Proposal review visits to standards committees were completed with the visit to TOM SC on 4 February 2020.*

*TOM SC, at its meeting on 28 April 2020, approved the proposed changes be issued for industry consultation. This began on 14 May 2020 and finished on 12 June 2020. As a result of this and post-consultation visits to standards committees, the Rule Book change was prepared for publication on 5 September 2020. Publication was duly achieved on 5 September 2020 and came into force on 5 December 2020. The relevant changes are within [Module M3 \(Managing incidents, floods and snow\)](#):*

### **2.3 Trains colliding with obstructions on the line**

*a) Checking the train Following a collision with an obstruction on the line, you must bring your train to a stand and check for any damage that:*

- *might have been caused by the collision*
- *might affect its safe movement.*

*You must speak to your train operating company's control if it is possible that any of the following have been damaged.*

- *Brake equipment.*
- *Coupling and drawgear.*
- *Vehicle suspension.*
- *Wheelsets.*
- *Current collection equipment.*

- *Lifeguards.*

*You must also speak to your train operating company's control if you think that damage may have increased the width or height of the train. You will then be told one of the following.*

- *The train operating company's control considers that the train is fit to proceed.*
- *The train operating company's control considers that the train cannot be considered to be fit to proceed until a rolling stock technician has examined the damaged vehicle and decided that it is fit for further movement.*

*With the above in mind, RSSB considers the recommendation to be closed. This information will be added to our Period 10 update.*

## Previously reported to RAIB

### Recommendation 4

*The intent of this recommendation is that when trains are permitted to run following a collision, there is a mandated requirement to consider the circumstances of the collision carefully, and impose an appropriate speed restriction for the onward movement, especially when there are passengers on board.*

RSSB, in consultation with industry, should propose, and then promote, the introduction of an additional specific requirement in an appropriate Railway Group Standard, so that in the event a train is damaged in an incident (including striking objects on the track) and is to be moved (with or without fitter attention), the conditions of any such movement, including the maximum permissible speed, are subject to a full consideration of:

- a) the circumstances of the incident (including the train speed and nature of any obstacle struck);
- b) the limitations of any on-site assessment of damage; and
- c) whether or not there are passengers on board

### ORR decision

1. RSSB have stated that the RGS relevant to post incident testing of rail vehicles (GM/RT2273) has been withdrawn as a group standard but retained as a RIS (i.e. guidance). The Rolling Stock Standards Committee will now decide if any changes need to be made to the RIS before publication

2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, RSSB has:

- taken the recommendation into consideration; and
- is taking action to implement it, but ORR has yet to be provided with a time bound plan.

**Status: Progressing. ORR will advise RAIB when further information is available regarding actions being taken to address this recommendation.**

### Information in support of ORR decision

3. On 11 April 2016, RSSB provided the following initial response:

*RSSB is intending to respond to Recommendation 4 of the above RAIB report as follows:*

- *RSSB will submit a proposal to Rolling Stock Standards Committee (RSSC) to amend GM/RT2273 (Post-incident and post-accident testing of rail vehicles).*

*This standard currently sets out requirements for post-incident and post-accident examination and testing of rail vehicles, with particular requirements for testing of brakes, speed indicating systems, exterior doors and warning horns.*

*1.*

- *The proposal will aim to take into account Recommendation 4 of the RAIB report. It will propose to include new requirements and guidance on assessing any damage that may have occurred following an incident, and require the duty holder to define the conditions in which the vehicle(s) can be moved safely (if at all). Such a requirement will most likely require an on-site risk assessment to be conducted by a competent person and controls to be implemented. Guidance will include the considerations that the duty holder should take into account when setting out these conditions, and is expected to include at least those set out in the recommendation. It is expected that the new requirements and guidance can be included in section 2.2 of GM/RT2273 (Actions following a derailment or collision).*

*The proposal is expected to be submitted to RSSC at its 20 May 2016 meeting. We will keep ORR informed of progress.*

4. RSSB provided a further update on 22 August 2016:

*The above proposal was presented to the RSSC at its 22 July 2016 meeting. The discussion reiterated that the Railway Group Standard is now a Rail Industry Standard and that section 16 of GO/RT3437 (Defective on-train equipment) may require changing. Given these points, the Committee accepted the proposal, on which RSSB will now start work.*