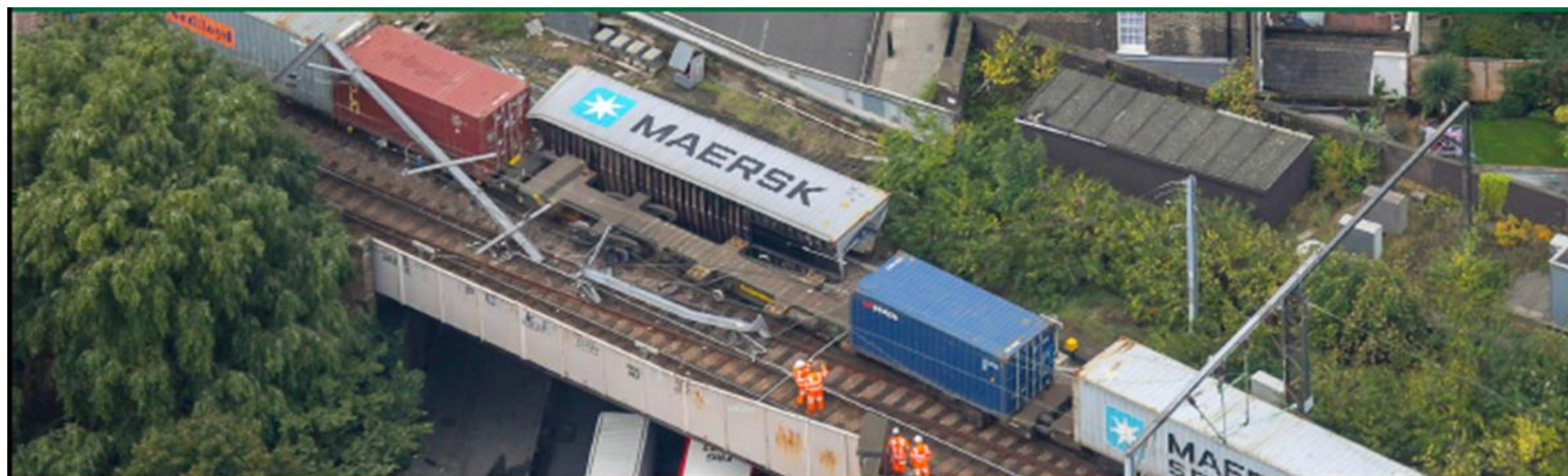


# Recent freight train derailments: The interaction of track, train and container loads - Potential for improvements.

## The ORR View by Ian Prosser



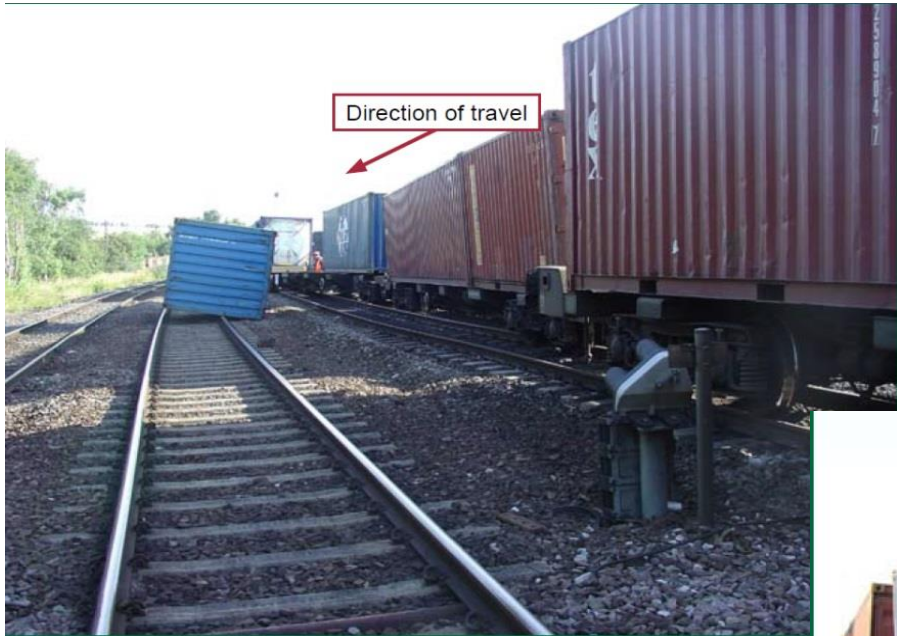
Rail Industry Seminar,  
Friday 6 March 2015  
Virgin Training Academy Crewe



# Why have ORR brought you together

- ORR concern regarding recent freight container train derailments
- Common issues identified from these incidents
- Chief inspector letter and paper to industry in December 2014 highlighting the system risk and need for action
- This meeting provides the opportunity to discuss these issues and agree a way forwards

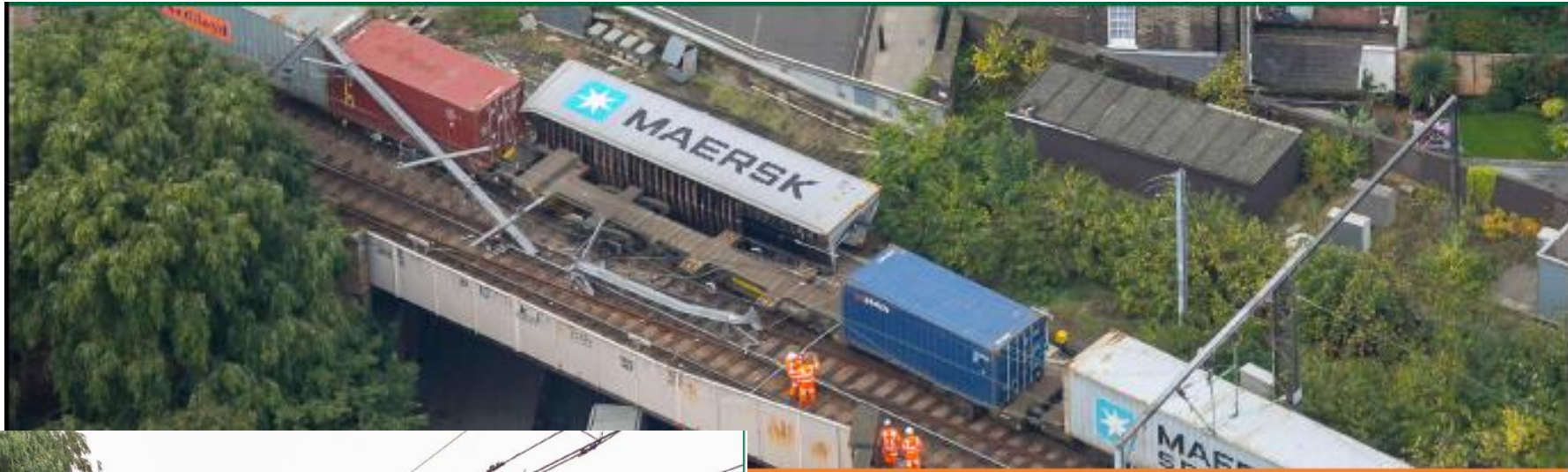
# Incident consequences – Have we been lucky?



Duddleston junction - 2007



# Incident consequences – Have we been lucky?



**Camden**  
**2013**

# Incident consequences – Potential for this?



## Common issues – starkest evidence that the system needs review

- Recent freight container wagon derailments have exhibited some common factors
  - Washwood Heath (2006) - Vehicle issue and track twist
  - Duddeston Junction (2007) - Track twist and unevenly loaded wagon
  - Marks Tey (2008) - Track dip & part laden wagon performance
  - Wigan NW (2009) - Track alignment & wagon chassis twist
  - Reading West (2012) - Unevenly loaded wagon and track twist
  - Camden (2013) – Unevenly loaded wagon and track twist

# The industry needs to reduce the risk

- It is a system risk problem
- Are all the issues and root causes understood?
  - Interaction of track, train and container loads
- Is the current risk both tolerable and ALARP?
  - The evidence suggests not
  - RAIB reports and recommendations
- We recognise that some of the load factor is outside the direct control of the rail industry, but
  - The rail industry needs to manage the consequences of this

# Outcomes – We want.....

- Industry to drive this work not ORR
  - ORR will support and track progress and delivery
- Industry to take a systems approach
- Industry solutions not just duty holder solutions
- Solutions to be fundamental not sticking plasters



# Purpose of the meeting

- Helping the industry work together in taking a system approach to reducing the risk of container freight train derailments. In particular to:
  - Get a common understanding of what the issues are
  - Be clear on the legal framework for risk reduction and co-operation
  - Recognise the need for a:
    - System approach
    - Change to prevent recurrences/reduce risk
    - Fundamental challenge to the current system to identify short, medium and long term improvements
  - Agree the way forwards