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30 August 2017

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

Dear Andrew,

RAIB Report: Derailment of a freight train at Shrewsbury station, 7 July 2012

I write to provide an update¹ on the action taken in respect of recommendation 2 addressed to ORR in the above report, published on 22 July 2013.

The annex to this letter provides details of the action taken regarding this recommendation, the status of which is now '**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 becomes inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 11 September 2017.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Oliver Stewart', written in a cursive style.

Oliver Stewart

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

Recommendation 2

The purpose of this recommendation is to ensure that Network Rail's update of TRK/053 in response to Recommendation 2 of the RAIB report (18/2012) regarding the Princes Street Gardens' derailment also includes the findings of this investigation that have not already been addressed by other actions.

Network Rail should rewrite TRK/053, its supporting Track Engineering Form and associated training and competence assessment material to:

- remove inconsistency between them (e.g. TRK/053 and TEF[Track Engineering Form]/3029);
- align the competence requirements for supervisors in TRK/053 and TRK/001 and define how supervisors must gain and retain this competence in areas where all detailed inspections are undertaken by others;
- make clear that a routine measurement (currently using a TGP8 gauge) to identify wear is mandatory; and
- mandate that the routine measurement should be repeated for points in both normal and reverse positions.

ORR decision

1. The revised version of TRK/053 has now been published and Network Rail are in the process of briefing it out, along with supporting documentation (including the Track Engineering inspection Form), to relevant track maintenance staff.

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

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

Status: Implemented.

Previously reported to RAIB

3. On 22 July 2014 ORR reported to RAIB as follows:

Network Rail is taking acceptable action to address the recommendation. ORR believes that the priority is to deliver the intent by ensuring that those currently carrying out '053 inspections are doing so to the required quality. Annex 10411936

Implementation will be subject to the standard being updated and an effective training / competence management regime being in place. This may be reinforced by the Business Critical Rules (BCR) process.

ORR is content that this recommendation will be addressed by actions being taken to address RAIB's Princes Street Gardens recommendation 2 due for completion by December 2014.

Update

4. Following timescale extensions Network Rail provided a closure statement on 5 July 2017 stating:

Princes Street Gardens Recommendation 2 / Shrewsbury Rec 2 required a whole-document review and re-issue of TRK/053 and its associated Track Engineering inspection Form (TEF). TRK/053 Issue 6 has now been published with a compliance date of 4/3/17. Issue 6 has simplified the process of switch inspection, and separated the inspection / repair into separate modules to improve clarity. A new TEF has been introduced to assess and record switch risk factors.

The revised standard and it's TEF have been briefed to the Quarterly Track and Lineside Standards and Governance Briefing reaching maintenance and project engineers from Network Operations and Investment Project divisions, and briefing down to appropriate front line staff / end users with the 053 competency via the established cascade process. Videos have also been produced to provide further guidance and improved understanding of the 053 principles.

The S&C team is now approximately 50% through a national programme of direct briefs to competency holders in addition to the cascade brief process. This aims to maximise exposure to the new process and provide additional mitigation of risk associated with competence updates on this high risk standard. This re-issue and re-brief of 053 mitigates the risks associated with these two recommendations.