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

Dear Andrew,

RAIB Report: Runaway of a road-rail vehicle at Bradford Interchange on 8 June 2018

I write to provide an update¹ on the action taken in respect of recommendation 1 addressed to ORR in the above report, published on 14 March 2019.

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 1 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 7 December 2020.

Yours sincerely,



Oliver Stewart

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

Recommendation 1

The intent of this recommendation is for machine operators to maintain sufficient levels of competence.

Network Rail should review current standards and guidance related to managing the competence of machine operators working on its infrastructure and, taking into account guidance from the M&EE group's codes of practice, provide a clear framework for the competence management of machine operators (paragraph 122). The review should encompass the following elements:

- i. Initial training
- ii. Monitoring systems to check staff compliance
- iii. Ongoing machine experience
- iv. Continuous development
- v. Knowledge re-assessment
- vi. Response to involvement in incidents

ORR decision

1. Network Rail have introduced an emergency standard (NR/BS/LI/448) to make changes to NR/L2/CTM/025 (Competence and Training in On-Track Plant Operation). The revised version of NR/L2/CTM/025 will be issued in March 2021 and will replace the emergency standard.
2. The revised standard, for external contractors, will include sections from the Network Rail internal standard NR/L3/CTM/306 Skills Assessment Scheme covering Risk Ranking Overview and Maintaining Competence of Host Machines'
3. M&EE Networking Group *Code of Practice for Action to be Taken in the Event of an Accident or Incident Involving OTP, COP0019, Issue 5* covers the requirement in the recommendation covering response to involvements in incidents, which was updated October 2019.
4. 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

5. On 13 February 2020 ORR reported the following:

Network Rail have a plan in place to review the standard and Code of Practice in relation to plant operator competence. Following Network Rail's initial response, we

have since been notified that the work is expected to be completed at the end of June 2020.

Update

6. On 24 November 2020 Network Rail provided the following closure statement:



Version2 Bradford
RRV Runaway REC.d

7. Network Rail state the following:

Closure Justification

The closure of the RAIB recommendation is broken down into an associated Emergency Change, a progress update in relation to the Issue 2 update and signposting to an M&EE Code of Practice Document Update.

Emergency Change

In response to the recommendation, Network Rails Technical Authority raised an Emergency Standards Change (NR/BS/LI/448) to carry out changes to NR/L2/CTM/025, Competence and Training in On-Track Plant Operation.

The Emergency change signposts Network Rail users to the internal standard NR/L3/CTM/306 Skills Assessment Scheme, this standard did not require update as it was found to already encompass and effectively manage the elements required around competence management as per the recommendation. For external users of the emergency change, the necessary elements (namely, adding a section called; '6.3 Risk Ranking Overview & 6.4 Maintaining Competence of Host Machines') from NR/L3/CTM/306 Skills Assessment Scheme were added, these additions will appropriately satisfy the requirements of the RAIB recommendation, it supplies more detailed and clearer guidance in relation to competence requirements and management of On-Track Plant.

The additions to the standard NR/L2/CTM/025 via the emergency change in their entirety cover the bullet points i. > v.

The Emergency Change Letter of Instruction was created and approved for publication by Network Rails Professional Head of Plant as well as a 'Delivery Function' representative from Network Rail Training. The Emergency Change NR/BS/LI/448 was accepted and published by the Network Rail Standards team on the 23rd October 2020. This is now an active document until such time as Issue 2 supersedes it.

Issue 2 Update

The Issue 2 update of the standard has concluded all of its working groups, these working groups carried out extensive changes to the document including, but not limited to the changes that were made on NR/BS/LI/448 Emergency Change. The working group endorsed the document which has now been sent to stakeholders and is pending some responses.

Pending the Stakeholder responses and gaining final approval for publication by the standards team, Issue 2 of the standard is expected to supersede the emergency change NR/BS/LI/448 in March taking compliance on the 5th June 2021.

M&EE Code of Practice

Point vi of the recommendation in relation to response to involvement in incidents is covered by the M&EE Networking Group Code of Practice for Action to be Taken in the Event of an Accident or Incident Involving OTP, COP0019, Issue 5 which was updated October 2019.

Previously reported to RAIB

Recommendation 1

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Network Rail should review current standards and guidance related to managing the competence of machine operators working on its infrastructure and, taking into account guidance from the M&EE group's codes of practice, provide a clear framework for the competence management of machine operators (paragraph 122). The review should encompass the following elements:

- i. Initial training
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- v. Knowledge re-assessment
- vi. Response to involvement in incidents

ORR decision

1. Network Rail have a plan in place to review the standard and Code of Practice in relation to plant operator competence. Following Network Rail's initial response, we have since been notified that the work is expected to be completed at the end of June 2020.
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
 - is taking action to implement it by 30 June 2020.

Status: *Implementation ongoing.* ORR will advise RAIB when actions to address this recommendation have been completed.

Information in support of ORR decision

3. On 17 July 2019 Network Rail provided the following initial response:

Action Plan

1. *STE/Technical Authority Plant team with support from Network Rail Training to review and update Plant Specific Competence Standard CTM025 to define how these will be applied to specific OTP Operator competence regimes.*
2. *M&EE Networking Group in consultation with Network Rail to update their Code of Practice relating to OTP Operator Competence*

The above action plan will achieve the following:

Revised competence standard that clearly defines the route to competence, competence training and award and the process for ongoing review and assessment of OTP Operator competence.

The recommendation will be closed once publication of revised competence standards has taken place and briefing to all internal and external training providers and Plant Supply chain. Target date of December 2019.and external training providers and Plant Supply chain.

Completion Date: 28/02/2020 to allow for closure to be submitted.