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Ms Carolyn Griffiths
Chief Inspector of Rail Accidents
Cullen House
Berkshire Copse Rd
Aldershot
Hampshire GU11 2HP

Dear Carolyn,

RAIB Report: Collision of a road-rail vehicle with a buffer stop at Bradford Interchange station, 25 March 2012

I write to provide an update¹ on the action taken in respect of recommendation 4 addressed to ORR in the above report, published on 24 July 2013.

On 29 January 2014, we reported that the status of this recommendation was *Implementation on-going*. Network Rail had stated that: *It is anticipated that by 30 April 2014, the audit team will have reached the critical mass stage and the audit plan progress and the industry learning process will be an integral part of Network Rail's management process.*

On 8 May 2014, Network Rail provided ORR with a copy of its 'Recommendation Owners' Form' which states that: *Network Rail is satisfied that the original intent has been met and has subsequently been implemented.*

On 20 May 2014 we wrote to Network Rail asking it to specifically tell us the outcomes of Network Rail's review of its suppliers internal audit regime, including conclusions and any further actions you may be taking (including timescales) to improve the extent to which plant suppliers' own audits are directed in a similar manner. Network Rail responded on 30 June 2014 stating:

Network Rail has assessed its assurance activities carried out upon its On-track plant suppliers and as result have introduced the On-Track Plant Operations Scheme (POS). This scheme replaces the previous Rail Plant Operating Company in Possessions License (POL) and incorporates tighter controls to manage both safety and reliability of plant equipment that is intended to be operated on and around the Network Rail infrastructure.

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

Launched in January 2014, the new scheme continues to be managed by ‘Achilles Link up’ but now runs in parallel with the Network Rail technical audit plan. Companies wanting to become On-Track Plant Operations Scheme (POS) registered; have to formally apply before 31st March 2014.

All applicants will be audited against the new rules of the scheme. It is planned that On-Track Plant Operator Scheme audits will be completed by 1st September 2014.

In addition, Network Rail has also assessed those companies whom manufacture or convert plant equipment into road rail vehicles. The outcome from its assessment identified the need to improve assurance activities both between the supplier and Network Rail.

In February 2014, Network Rail on-track plant assurance team developed a new audit protocol specifically designed to assess the capability of OTP (on-track plant) manufacturers / convertors. All registered suppliers have now been included into the Network Rail technical audit plan.

Network Rail has reviewed its supplier audit regimes and concludes the following:

- *Internal audit is a mandatory part of an ISO 9001 quality system. Most but not all Network Rail on-track plant manufactures / convertors are ISO9001 certified.*
- *Whether ISO9001 certified or not, Network Rail’s current audit protocol (TTA audit) specifies that the auditor must review the manufacturer / convertors quality management system with particular emphasis on the safety management of the OTP. A major part of the TTA protocol is the actual inspection of RRV assets, allowing the auditor to delve deeper towards determining that company procedures and processes are robust and effective. Non compliances are recorded with the audit report and tracked via Network Rail’s database ‘CMO’.*
- *Each auditor is responsible for ensuring that each non-compliance is investigated and addressed robustly. This approach is managed by Network Rail as part of its supplier development activity. Action plans are agreed between the auditor and manufacturer / converter.*
- *In addition, Network Rail’s supplier assessment process which is managed by Achilles ‘Link up’, assesses the suppliers/manufacturers / converters audit regimes / internal audit plans, concentrating on the systems (and not the machines) in place at the Supplier to ensure safe operation on Network Rail Infrastructure.*
- *Whilst Network Rail is satisfied that its current audit protocol effectively reviews manufacturer’s / convertor’s audit regimes, it has identified the need to update company standards to ensure they align to the requirements outlining in the protocol.*
- *Standard NR_Plant_0200 will be reviewed and updated by 1st January 2015.*

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.

We do not propose to take any further action in respect of this recommendation unless we become aware that any of the information provided becomes inaccurate, in which case I will write to you again².

Yours sincerely,

Chris O'Doherty

² In accordance with Regulation 12(2)(c)