

## Recommendation(s) Status: Fatal accident at Grosmont, North Yorkshire Moors Railway

This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of implementation of the recommendations, as reported to us, has been divided into six categories:

### Key to Recommendation Status

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| <b>Implemented:</b>                      | All actions to deliver the recommendation have been completed.   |
| <b>Implemented by alternative means:</b> | The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.   |
| <b>Implementation ongoing:</b>           | Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.   |
| <b>In-progress:</b>                      | The relevant safety authority has yet to be satisfied that an appropriate plan, with timescales, is in place to implement the recommendation; and work is in progress to provide this. |
| <b>Non-implementation:</b>               | Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.   |
| <b>Awaiting response:</b>                | Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.   |

RAIB concerns on actions taken by organisations in response to recommendations are reflected in this report and are indicated by one of the following:

-  The red triangle shows recommendations where the RAIB has concerns that no actions have been taken in response to a recommendation.
-  The blue triangle shows recommendations where the RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.
-  The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Note: The tables which follow, report the status of recommendations on 31 December 2015. In some other cases the end implementer has already sent information to the relevant safety authority about the actions it has taken, or proposes to take and the safety authority is considering whether it is satisfied that those actions and the associated timescales are accepted.

1            21/05/2012    23/2012  
Fatal accident at Grosmont, North Yorkshire  
Moors Railway  
Status: Implemented

The intention of the recommendation is that the North Yorkshire Moors Railway should review and improve its safety management arrangements relating to shunting. In particular, it is important that the rules covering shunting represent best practice and that training ensures, and assessment tests, a correct understanding of the dangers inherent in shunting and the control measures in place to allow shunting to be carried out safely. As a minimum, it is intended that the review includes consideration of:

- updating the North Yorkshire Moors Railway's rule book to include relevant rules covering shunting contained in the national network rule book that may reflect learning from accidents that have occurred;
- improving the method of training so that it is more formalised and reflects a specific syllabus appropriate to the necessary competence to be achieved;
- how assessment and re-assessment should cover all the necessary areas of competence relating to shunting and how the outcomes of assessments should be documented; and
- the system of management checks and how they should be documented.

The North Yorkshire Moors Railway should review its safety management arrangements with regard to shunting. The review should particularly take into account the adequacy of, and best practice in, the following:

- the rules covering shunting;
- the method of training staff to undertake shunting duties;
- the method of assessment of staff, which should include elements of both practical and written assessment, being passed out for shunting duties for the first time and on subsequent occasions; and
- the system of management checks confirming that safe methods are being applied.

The North Yorkshire Moors Railway should implement any necessary changes and should document the revised safety management arrangements (paragraphs 69a and 69b).

ORR has reported that North Yorkshire Moors Railway has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.

**Number/ Date/ Report No/  
Inv Title / Current Status**

**Safety Recommendation**

Note that the principles outlined in this recommendation may apply to other heritage railway operators.

**Summary of current status (based on latest report  
from the relevant safety authority or public body)**