

## Recommendation(s) Status: Accident at Balnamore level crossing, Ballymoney, Northern Ireland, 31 May 2013

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 eight categories:

### Key to Recommendation Status

<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>Insufficient response:</b>	The end implementer has failed to provide a response; or has provided a response that does not adequately satisfy ORR that sufficient action is being taken to properly consider and address a recommendation.
<b>Progressing:</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>Other Public Body or Authority</b>	The recommendation is also addressed to another public body or authority.
<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.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on ORR's report to RAIB)
<p>1            31/05/2013    10/2014</p> <p>Accident at Balnamore level crossing, Ballymoney, Northern Ireland</p> <p>Status: In-progress</p>	<p>The intent of this recommendation is for Northern Ireland Railways to ensure that any activities undertaken at level crossings within possessions are subjected to effective risk controls.</p> <p>Northern Ireland Railways should review (in conjunction, as necessary, with Iarnród Éireann) the requirements of the NIR/IE Rule Book, NIR Rule Book Appendix and NIR Signalmen's General Instructions which relate to activities at level crossings within pre-planned possessions. This review should consider whether:</p> <p>I all of the level crossing types present on the infrastructure managed by Northern Ireland Railways are covered by the existing rules and instructions;</p> <p>I the risks of such activities are being adequately mitigated; and</p> <p>I existing risk controls are adequately resourced and comply with any relevant industry best practice, legislation, regulations, codes of practice and guidance.</p> <p>Northern Ireland Railways (in conjunction with Iarnród Éireann as necessary) should implement any changes identified as a result of this review. Northern Ireland Railways should ensure that suitable briefing and training accompanies any changes which are implemented (paragraphs 111c, 111e and 116).</p>	<p>DfI NI has reported that Northern Ireland Railways has taken suitable actions to address the recommendation and consider it closed. From the information we have, RAIB remain concerned that the intent may not have been met. \$w</p>
<p>2            31/05/2013    10/2014</p> <p>Accident at Balnamore level crossing, Ballymoney, Northern Ireland</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is for Northern Ireland Railways to ensure that any method statements relating to track engineering are supported by risk assessments.</p> <p>Northern Ireland Railways should review any method statements currently being used by its track department in order to ensure that they are supported by risk assessments, in accordance with relevant requirements of the infrastructure division's safety management system (paragraph 115).</p>	<p>DOI NI has reported that Northern Ireland Railway has reported that it has completed actions taken in response to this recommendation.</p> <p>DOI NI proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3            31/05/2013    10/2014</p> <p>Accident at Balnamore level crossing, Ballymoney, Northern Ireland</p> <p>Status: In-progress</p>	<p>The intent of this recommendation is to increase the opportunity for the types of non-compliance identified by this investigation to be detected and corrected.</p> <p>Northern Ireland Railways should implement the planned restructuring of the infrastructure division safety, quality and environment team. The team should have the resources and tools necessary to facilitate the identification of non-compliances</p>	<p>DOI NI has reported that Northern Ireland Railway is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated. DOI NI will advise RAIB when actions to address this recommendation have been completed.</p>

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**Safety Recommendation**

to the NIR/IE Rule Book, NIR Rule Book Appendix and NIR Signalmen's General Instructions, similar to those identified by this investigation. This should be supported by ongoing monitoring arrangements by Northern Ireland Railways of the performance of its framework contractors (paragraphs 110, 111a, 111b, 111d, 112, 113, 114, 119 and 120).

**Summary of current status (based on ORR's report to RAIB)**