

## Recommendation(s) Status: Derailment at Porthkerry, South Wales, 2 October 2014




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            02/10/2014    10/2015</p> <p>Derailment at Porthkerry, South Wales</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to improve the processes for detecting VLS defects in rails to increase the likelihood of detection before they develop to the extent that they can cause rail failure.</p> <p>Network Rail should review the methods it uses to verify suspected VLS type defects in rails and make improvements to increase the likelihood of their detection. The methods to be considered should include always using a U8 test when verifying VLS suspects, regardless of the extent of loss of rail bottom signal (paragraph 121c.ii).</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2            02/10/2014    10/2015</p> <p>Derailment at Porthkerry, South Wales</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to improve the process for detection of surface breaking cracks from VLS defects which have been identified as being present in the rail.</p> <p>Network Rail should improve the detection of surface breaking cracks and head spread. The methods to be considered should include the use of non-destructive test methods such as dye penetration or magnetic particle inspection to look for cracks, particularly at the upper fillet radius (paragraphs 121c.ii, iii, iv).</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate. \$w</p>
<p>3            02/10/2014    10/2015</p> <p>Derailment at Porthkerry, South Wales</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to control the risk arising from having rail that is liable to contain VLS defects in use in track.</p> <p>Network Rail should assess the risk of having unidentified pre-1976 rail in use in track, in particular at sites where cascaded rail has been installed, and take measures to mitigate this risk (paragraph 121c.i).</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>