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1. Safety Performance

1.1 Safety Information

1.1.1 Summary safety information is included in Annex A. The headlines since the last board meeting are:

- During August and September 2014 there were no workforce accidental fatalities. There was one passenger accidental fatality and nine accidental public fatalities.
- During August and September, there were 44 signals passed at danger (SPADs). This is 3 fewer than in the same two months in the previous year. (Note that this figure is provisional until all cases have been agreed with the relevant parties.) Of the 44 SPADs, 12 were risk-ranked potentially significant (16+), and 2 were risk-ranked as potentially severe (20+).

1.2 RAIB Investigations and publications

1.2.1 There were no RAIB initiated investigations.

1.2.2 RAIB published five reports:

- Accidents involving a wheelchair rolling onto the track at Southend Central (28/08/13) and a pushchair rolling on to the track at Whyteleafe (18/09/13) Platform slopes lead to roll off events that reveal procedural issues and reporting errors, inter alia.

- Fatal accident at Barratt’s Lane No.2 footpath crossing, 26 October 2013 User behaviour leads to fatality; crossing later closed in accordance with earlier risk assessment.

- Person trapped in train doors and dragged short distance at Newcastle Central, 5 June 2013 Incident raises issue of door design and passenger expectation.
• Freight train derailment at Gloucester, 15 October 2013
  *Cyclic top combines with wagon susceptible to derailment, maintenance resourcing issues revealed.*

• Freight train derailment at Camden Road Junction, 15 October 2013
  *Cyclic top combines with wagon susceptible to derailment, maintenance resourcing issues revealed.*

Further details relating to the RAIB reports and investigations is available on the RSSB board members extranet page.

## 2. RSSB Products and services

### 2.1 Safety and Risk

#### 2.1.1 National Operations Risk Conference

The National Operations Risk Conference was chaired by Charles Horton, CEO of Govia Thameslink Railway. The 100 delegates from across the industry received a number of presentations covering topical issues including the future of the Rule Book, coping with extreme weather and the platform train interface. There were interactive sessions on maintaining focus through non-technical skills and also on the ten year SPAD strategy. Dr Rob Hunter of BALPA gave an interesting insight into fatigue management in the airline industry and Greg Morse of RSSB concluded with a presentation on learning from domestic and international incidents.

#### 2.1.2 National Charter Trains Safety Group

The first formal meeting of this group was held at West Coast Railway’s HQ in Carnforth on 08 October. Attendees include the charter operators, Network Rail and the ORR. The main topics considered were trespass, station access planning and the platform train interface.

#### 2.1.3 Industry Close-call event

RSSB hosted an industry event to consider the benefits around the implementation of a common industry Close Call reporting system – this initiative would have potential efficiency benefits and create opportunities for shared learning. The event had some urgency given that across the industry most companies have or are considering implementing Close Call reporting systems or approaches so the opportunity for a shared approach might be missed if plans were not considered now.

The day included presentations from both the aviation and healthcare sectors and also a presentation on how Network Rail has implemented the RSSB hosted ‘Close Call’ system as part of its wider safety culture change programme. At the event and in attendee feedback a strong appetite for the implementation of a common industry Close Call system was expressed. Individual companies are now in the process of contacting RSSB to express their interest in adopting the Close Call system and to discuss appropriate funding and roll-out arrangements.
2.2 Standards

2.2.1 AC electrification standard

The AC electrification standard has been signed off by the Energy Standards Committee and will be published in time to be notified as a national technical rule under the Interoperability Directive. This is an important development to enable Network Rail projects to comply with EU regulations in the context of the legacy configuration of the network.

2.2.2 Gauging Standards

A significant standards change project is being undertaken to modernise the gauging and clearance requirements set out in a series of Railway Group Standards (RGSs). This is intended to deliver the following benefits:

a) Give vehicle manufacturers clear requirements for the maximum build envelope for vehicles.

b) Give projects clear requirements for the position of new or altered infrastructure relative to the track, and for new or altered tracks relative to adjacent tracks.

c) Integrate existing methods and criteria for assessing gauging compatibility between infrastructure and rolling stock into the suite of documents.

The outcome will include four group standards and a supporting Guidance note. This will give effect to a substantial element of the work undertaken and supervised by the Vehicle Structure Systems Interface Committee.

2.2.3 Infrastructure Standards

The review of Infrastructure TSIs, Group Standards, Company Standards and Euronorms between RSSB and Network Rail has commenced. The intention behind this review is to consider whether there are any difficulties that will be created when Railway Group Standards are significantly simplified to align/dovetail with the TSIs that come into effect in January 2015.

2.2.4 Wheelset Axle Bearing Failures Report - Progress on recommendations

As advised to the board in September, the RISQS board sponsored special investigation report into the causes of axle bearing failures on passenger and freight rolling stock has been published and the recommendations formally reviewed by ATOC Engineering Council, Freight Technical Committee, BSI Bearing Group and the RISAS board. The report and recommendations are available on the RSSB board members extranet page.

A suitable response to each of the recommendations has now been developed (including roles and responsibilities) and RSSB will work with ATOC to monitor and report on progress.

2.3 Knowledge
2.3.1 R&D Budget Authorisations

There have been no new R&D budget authorisations since the September board meeting. However ATOC have been awarded funding through the grant scheme for their project ‘Management and use of social media in the aftermath of a major rail incident’.

Project T1077 ‘The effect of water on the transmission of forces between wheels and rails’ has been endorsed in principle by Adhesion Research Group as part of their overall programme of work to tackle the impact of low adhesion on the performance and safety of the railway. The project budget is due to be co-funded by Network Rail so that the funds requested from the RSSB R&D grant fund are likely to be below the normal board approval limit. The board is therefore asked to note that the RSSB Technical Director and CEO will review and, if appropriate, authorise the overall project.

2.3.2 R&D summary for Quarter 2 (July - September 2014)

The demand for new R&D from industry continues with increasing coordination with the growing innovation programme. A summary of key points are as follows:

a. An independent study into the value added by the development grant was completed during the quarter. DfT granted funds to RSSB over the last 3 years to address a range of barriers to innovation through activities including lobbying and set up, innovation capability development and direct funding of development and demonstration. The study concluded that ‘the grant has acted as a catalyst to the programme of activities and enabled a build-up of momentum which has contributed to the new innovation landscape in rail. The overall assessment is that the grant has had a positive impact on reducing the barriers to innovation.’

b. 17 new R&D ideas were registered in the quarter, with 3 projects authorised to start work as well as 2 ideas being transferred to alternative R, D & I delivery mechanisms. 114 projects are underway including directly managed research, knowledge searches and collaborative and co-funded work. Of the directly managed portfolio, 21 projects made publications in the quarter, and 16 projects completed and closed. Ten of these have directly quantifiable potential benefits totalling £51m arising from cost savings, safety improvements and improvements in train performance, with a benefit to cost ratio of 2.2. Further benefits are expected to accrue as future industry activity unlocks the potential impact of other knowledge creating research.

c. T1056 Developing worked examples for the update of Taking Safe Decisions created a set of case studies to bring the new Taking Safety Decisions document to life, and was delivered on time in response to tight industry deadlines for the launch. It is expected that the case studies will be a valuable aid to industry decision makers as they adapt to the new decision making principles and practices.

d. Drawing on current good practice within TOCs as well as overseas railways, GB bus operators and passenger transport executives, T1012 Developing a
good practice guide for managing personal security on-board trains has generated practical guidance now available to TOCs to improve the travel experience of their passengers. It should also facilitate a reduction in the significant current costs associated with security related incidents.

e. **S183 Big data analytics**, a knowledge search into the use of this emerging technology within the rail industry, identified a range of applications including passenger behaviour profiling and transport demand forecasting, machine performance and traffic optimisation, predictive maintenance and real-time asset management, and risk profiling and safety monitoring. This is now being used to inform workstreams of the Data and Risk Strategy Group and the RSSB-University of Huddersfield strategic partnership.

f. Five feasibility studies arising from the open innovation calls within **T1052 Future Traffic Regulation Optimisation** have delivered this quarter. These cover topics within the themes of ‘supermap’ and ‘universal data’ which are critical enabling technologies for the RTS vision. FutureRailway has now awarded funding for demonstrator projects building on these studies.

2.3.3 Anniversary of the Shinkansen in Japan

Anson Jack went to Japan as a guest of the International High Speed Rail Association for the celebrations of the 50th Anniversary of the Japanese high speed train service – the Shinkansen. There are many interesting features of the Japanese history of the last 50 years, including that earlier in October the Japanese government gave planning approval for the construction of a 350km commercial Maglev system between Tokyo and Nagoya. Although 85% of the route will be in tunnel it is planned to build it over the next 12 years without recourse to government funds. A report which is available on request.

2.4 Innovation

2.4.1

a. **Progress Summary**

Delivery of the c£60m of innovation activity funded from the CP4 £30m DfT Pilot Rail Innovation Fund grant continues. The next tranche of competitions, utilising CP5 funding, will be Predictable and Optimised braking, Powertrain and a £6m competition aimed at franchisees.

b. **Innovation in Franchising**

FutureRailway continues to play a key role in advising on policy and designing the Innovation in Franchising Funding Scheme (IIF_FS) mechanism and will act as the Innovation Board Administrator (IBA) for the scheme.

It is planned to test the evaluation framework and overall process in Spring 2015, by using the recent £6m DfT grant (vested in RSSB), as an open-call competition to franchisees.

c. **IPEMU - Independently (battery) powered EMU**
The IPEMU is now under test at Old Dalby having completed EMC and dynamic testing at Derby. An ‘open day’ is provisionally planned for late November and the unit will move for test running on the network in the New Year.

d. **Predictable Braking**

Further stakeholder liaison has taken place and work commissioned to develop braking curve scenarios to assist in scoping the competition challenge. The competition was launched on 16 October and a briefing and consortium building event is planned for 10 November.

e. **Powertrain**

The Powertrain challenge aims to encourage the development of energy efficient self-powered vehicles. There has been significant engagement with both the rail and automotive sectors. Subject to final Gate 3 approval by TSLG Core Group this challenge will be launched in November.

f. **Strategic business case a network of Centres of Excellence**

A joint NR/ RSSB FutureRailway team is gathering evidence to confirm there is a whole industry need for a capability envisaged to include:

- infrastructure based testing and validation facilities
- trains for testing and validation, and
- research, development and innovation facilities for strategic technology areas to support which FutureRailway have run a process to select ‘University Partners’

All of these support the delivery and evolution of the RTS and the strengthening of the UK supply chain.

### 2.5 Schemes

#### 2.5.1 CIRAS Developments

The National Audit Office (NAO) recently instigated a meeting with CIRAS as part of a project they are undertaking regarding whistle blowing schemes in the public sector. The NAO were impressed with the CIRAS approach which steers away from that of whistle blowing and whilst retaining confidentiality, seeks resolution of a raised concern. The NAO have asked CIRAS to attend the launch event of the report in the New Year and also requested that CIRAS become a member of a good practice exchange forum which they are going to establish.

#### 2.5.2 RISQS contract
Following extensive development and negotiation, a contract for the service delivery of the supplier registration and qualification scheme has been awarded by RSSB on behalf of the RISQS board to Achilles. The contract term is from 2014 to 2017.

The contract specifies service performance requirements and transfers ownership of the scheme from the long standing service provider to the rail industry through RSSB. Income generated by the new contract will allow the RISQSs board to fund a full time scheme manager and communications plan. Contract expiry in 2017 provides a “window of opportunity” to improve the performance of the scheme, develop a long term industry strategy for supplier assurance and implement new contractual arrangements in accordance with the strategy.

2.5.3 Carbon Accounting Tool

RSSB has placed a contract with Atkins to provide an embodied carbon accounting tool. The tool will be free to use for all GB rail projects. As well as supporting industry to meet an HLOS requirement to measure and monitor embodied carbon, the tool will enable industry to reduce embodied carbon in developments, which has a well-documented link to cost reduction. Network Rail are now in the process identifying up to 20 projects for initial use of the tool, while TFL have also identified an initial 4-6 projects, and are already using the tool pre-launch in one case. The tool is due to go live in November, with a more extensive launch in the New Year once training has been completed.

2.5.4 Rail Health and Wellbeing Conference

Following RSSB board approval of the Railway Health and Wellbeing Roadmap in March 2014 work has progressed to develop the five strategic themes specified. In order to promote the strategic theme of industry leadership and engagement the first ever Railway Health and Wellbeing Conference was held at the Royal College of Physicians on the 20th October 2014. 110 attendees from across all railway sectors took part in the event.

The keynote speech was made by the Chair of the newly established Health and Wellbeing Policy Group, Dame Carol Black. The conference had a strong practical element as attendees took part in workshops on Mental Health, Absenteeism, Gender in Health, A Health App, and Engaging Employees in Health Discussions.

3. Internal

3.1 Members and Stakeholders

3.1.1 Membership Applications

From 09 November 2014 NXET Trains Ltd will take over the Essex Thameside Franchise from the current RSSB member company c2c Rail Ltd. We have now received the application for NXET Trains Ltd (trading as c2c) to become a member in the Passenger Train Operators category ‘A’.
The directors are asked to **ADMIT** the above to be members with effect from 9
November 2014.

### 3.2 Finance Overview

3.2.1 The 2014/15 budget was prepared to include £1.2m of central contingencies to
take account of a vacancy factor built into individual cost centres, some emerging
topics with uncertain scope and expected recruitment and reorganisation costs.

3.2.2 At the end of period seven the core business was £1.7m under budget. Around
half of this related to unused contingency with the balance largely due to lower
than planned staff costs. The second half of the year is likely to see an
acceleration in expenditure as re-organisation plans and the recruitment of some
senior positions.

3.2.3 R&D expenditure quickened in the period as anticipated expenditure started to
materialise. R&D remains on track to use around £2.5m of the £7m reserve
accumulated by the end of 2013/14. Expenditure by FutureRail also rose sharply
as several programmes started. Expenditure of over £10m over 2014/15 is now
anticipated.

3.2.4 The cash balance is £50m, invested mainly in short term deposits in line with
policy. The high cash balance largely represents cash received in advance of
R&D and Innovation cash outflows.

3.2.5 Details of our proposals to tackle the £2.4m deficit in the 2013 Triennial Valuation
of the RSSB pension scheme have been shared with the audit committee and
consultations have now started with staff.

Aside from formulating a recovery plan and achieving the sustainable future for
the scheme which the board requested post the 2010 Valuation, we are also
aiming to take account of the impact on RSSB and its staff of the major changes
to National Insurance which take effect in 2016.

### 3.3 Communications

3.3.1 Media enquiries

- BBC (East), statistics about level crossing fatalities
- Rail Professional, editorial on mobile device briefing programme supplied
  (T989)
- BBC (Gloucestershire Reporter, BBC Points West), statement from RSSB
  about RAIB report on Gloucester freight derailment
- BBC (research) – statistics about suicides on the railway
- BBC Yorkshire requested suicide statistics for that area – provided
  national figures via the ASPR.

3.3.2 Press releases issued
• 24 September - Winners announced in £3million FutureRailway electrification competition – (avoidance of bridge reconstruction)
• 16 October 2014 - FutureRailway announce £4 million Predictable and Optimised Braking competition.

A detailed Communications update is available via the RSSB board members extranet page.

3.4 Organisational Design

Please see Agenda Item C3 which covers the RSSB re-organisation.

3.5 RSSB staff safety issues

There have been no safety issues since the last report to directors.

3.6 Contracts over £250k

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4. Recommendations

The board are asked to:

• **NOTE** this report and **DISCUSS** individual items as appropriate
• **ENDORSE** individual items as appropriate.
Annex A - Key safety reports to September 2014

- Public accidental fatalities include trespass and non-trespass, but exclude fatalities at level crossings (which are shown separately).

RIDDOR-reportable major injuries to each person type reported in SMIS. The majority of passenger injuries occur in stations.

Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) reportable cases only. Includes derailments at level crossings after striking road vehicles. Does not include buffer stop and 'open door' collisions. Passenger low-speed collisions predominately occur at stations.

Statutorily reportable collisions (excluding roll back and open door collisions), derailments, buffer stop collisions and trains striking road vehicles. PHRTAs are normalised per million train miles.

SPADs on or affecting Network Rail managed infrastructure.

The dark blue bars refer to trains striking barriers where a previous incident had caused the barriers to encroach onto the running line, such as a road vehicle striking the barriers.
1. Summary of safety performance for August and September 2014

1.1 Fatalities
During August and September 2014 there were no workforce accidental fatalities. There was one passenger accidental fatality and nine accidental public fatalities:

- On 5 August, a passenger fell down the stairs to the platform at Hampstead Heath station (Anglia). The injured person subsequently died in a hospital on 10 August.
- On 7 August, two members of the public fell from a bridge onto track near Birmingham New Street (London North West). They were taken to hospital, but later died from their injuries.
- On 13 August, a member of the public was struck by a train on the running line at Fairhaven (London North West).
- On 27 August, a pedestrian was struck by a passing train at Fishermans Path user-worked gated crossing (with telephone) (London North West) while attempting to retrieve a dog from the line.
- On 3 September, a pedestrian was struck by a passenger train at Chartham Riverside (Dibleys) footpath crossing (Kent).
- On 7 September, a member of the public trespassing on the running line was struck by a passenger train at Winsford (London North West).
- On 16 September, a pedestrian was struck by a passenger train at Lightcliffe Golf Course footpath crossing (London North East).
- On 22 September, a member of the public was struck by a through train at Vauxhall (Wessex) while trespassing on the track at the station.
- On 23 September, a child and his mother were struck and killed by a train at Slough station (Western). The mother is suspected of having committed suicide.

There were 46 suspected suicides during August and September 2014. The average monthly figure over the past 12 months has been 23.3. Suicide figures are subject to change as more information (eg, coroners’ verdicts) is made available.

1.2 Reportable train accidents: collisions, derailments and trains striking road vehicles
There were four reported train accidents during August and September 2014.

On 1 August, a passenger train struck a road vehicle at Meusydd Mill user-worked crossing, near Ffairfach (Western). There were no reported injuries.

On 23 August, a passenger train had a low-speed rollback collision with another passenger train at Haywards Heath (Sussex). There were no reported injuries.

On 9 September, a passenger train struck a gate at Cadborough Farm user-worked (UWG) crossing, between Rye and Winchelsea (Sussex). There were no reported injuries.

On 16 September, a road vehicle crashed through the lowered barriers at Mays CCTV level crossing, and struck the side of a freight train (Wessex). There were no reported injuries.
1.3 SPADs risk ranked 20+

There were two SPAD risk ranked 20+ during August and September 2014; there are currently four risk ranking forms outstanding for August and September.

SPAD risk ranking 20 – On 6 August a passenger train passed WH1023 signal at danger on the Up Moorgate line at London St. Pancras by approximately 11m. The driver stated the signal had reverted to Yellow as the train passed, although this was not supported by the data logger. WH1023 is a signal protecting a plain line and the distance to the conflict point where a collision could have occurred is 218m. The signals is not protected by TPWS, and the risk ranking overrun probability is 8 (the highest being 10). In terms of the potential consequences, should a rear end collision have occurred, the SPAD risk ranking consequence score was 12 (the highest being 18). This score arises because (a) the permitted speed of the SPAD train was 30mph and for the conflict train was 0mph (potential collision speed in the calculation – 15mph), (b) the collision would have involved two multiple unit passenger trains. And (c) the passenger trains were both peak loaded.

SPAD risk ranking 20 – On 8 August an ECS train passed CA721 signal at danger on the Down Direction Goods line at Cambridge by approximately 3m. The driver stated that the signal had cleared and reverted to danger. CA721 is a signal protecting a bi-directional plain line and the distance to the conflict point where a collision could have occurred is 665m. The signal is not fitted with TPWS, and the risk ranking overrun probability is 6 (the highest being 10). In terms of the potential consequences, should a head-on collision have occurred, the SPAD risk ranking consequence score was 14 (the highest being 18). This score arises because (a) the permitted speed of the SPAD train was 5 mph and for the conflict train was 70mph (potential collision speed in the calculation – 37.5mph), (b) the collision would have involved an ECS multiple unit and a multiple unit passenger train and (c) the passenger train was peak loaded with passengers.

2. Overseas accidents (August - September 14)

Environmental

Switzerland: Passenger train derailed in landslide, eleven injured, 13 August 2014

At 12:30 (local time) on 13 August 2014, a passenger train carrying 140 people was struck by a landslide, causing it to derail in Tiefencastel, near St Moritz. Eleven people were injured, five seriously.

The accident left one carriage hanging over the edge of a ravine, while another plunged down before lodging behind a tree.

In one of the derailed carriages, passengers moved to one side of the saloon in a bid to prevent it from falling.

In a twelve-hour period before the accident, rainfall was recorded at a 50-60 litres per square metre, about half the average rainfall for August, according MeteoSwiss. This destabilised the local formation and led to the landslide.

The Swiss Accident Investigation Board has launched an investigation.
Canada: Strong winds blow containers off freight in Saskatchewan, 28 August 2014

At around 19:30 (local time) on 28 August 2014, strong winds blew containers off a freight train, leading 33 wagons in the consist to derail near Waldeck, Saskatchewan.

There were no reported injuries, and no dangerous goods were being carried.

The incident recalls two which occurred at Cheddington and Hardendale on the West Coast Main Line, on 1 March 2008.

Irregular working – crossing keeper

Bangladesh: Wedding party collision at crossing kills 11, 1 August 2014

At 03:40 (local time) on 1 August 2014, a train struck a bus carrying a wedding party at a manned level crossing at Barobazar, Kaliganj Jhenidah. The bus was pushed about 500 metres beyond the interface. Eleven people on the bus were killed and around 60 were injured. The crossing keeper was absent for reasons unknown.

The keeper and his line manager have been suspended pending the outcome of an investigation. However, neither have been found as they have gone into hiding.

Platform-train interface

Australia: Passengers push carriage to free man stuck between train and platform, 6 August 2014

At about 08:50 (local time) on 6 August 2014, a man fell between a train and the platform at Stirling. In a bid to free him, commuters were asked to move to one side of the carriage in order to transfer the weight. When this plan failed, they lined up along the outside of the carriage and pushed it to create a gap wide enough for him to escape.

A similar incident, involving a Dublin tram, occurred on 27 August.

Dangerous goods

US: Freights carrying dangerous goods collide in Hoxie, Arkansas; crew killed, residents evacuated, 17 August 2014

At around 04:00 (local time) on 17 August 2014, two freight trains carrying dangerous goods (including methyl ether, sulphuric acid and other flammable liquids) collided head-on in Hoxie, Arkansas.

Two rail employees were killed.

Several wagons derailed and a fire led to the evacuation of local residents.

US: Union rejects BNSF proposal for single manning

A tentative agreement to introduce single manning by Burlington Northern Santa Fe (BNSF) has been rejected, according to the union whose members voted on it.

The company sought union approval to operate most trains with a single driver on lines protected by Positive Train Control (PTC).

John Fleps, BNSF’s vice president for labour relations, said that it was up to members of the International Association of Sheet Metal, Air and Rail Transportation Workers to decide whether to
adopt the changes, which would have seen drivers get a pay rise and conductors given the chance to become drivers.

Trains carrying hazardous materials, including those with large volumes of crude oil or ethanol, would still have operated with two crew members.

According to a statement from Railroad Workers United (RWU), one-man crews pose ‘grave dangers’.

‘Single-employee train operations – with or without Positive Train Control – would compromise the safety and security of train crews, motorists, pedestrians, trackside communities, the environment and the general public,’ said RMU general secretary Ron Kaminkow.

The rail industry argued that no data supported the government’s assertion that two-person crews enhance safety. However, the National Transportation Safety Board takes no position on how many people are in the cab of a locomotive, as long as the train is protected by PTC.

Canada: No further prosecutions re Lac Mégantic

Following a brief hearing, a spokesman for Quebec’s Office of Criminal and Penal Prosecutions said that it was not expecting to charge anyone else in addition to the driver, signaler and operations manager over the July 2013 accident that killed 47 people in Lac-Mégantic.

Asked about Montreal Maine and Atlantic (MMA) chief executive Ed Burkhardt, a spokesman for the office repeated no other charges were expected, adding that crown prosecutors had also paid attention to evidence from the United States when making that decision.

On 11 September 2014, the Crown disclosed a second batch of evidence to defence attorneys and indicated that they will share more mid-December.

Tom Walsh, the driver’s lawyer, said that his client’s actions amounted to ‘human error’, not ‘wanton and reckless disregard’, which was necessary for a criminal-negligence conviction. He also suggested that a public inquiry into the accident be held.

Cause TBA

Germany: Collision in Mannheim, four passengers seriously injured, 2 August 2014

At around 20:50 (local time) on 2 August 2014, a passenger train collided with a freight in Mannheim. Five carriages left the rails, two of which overturned.

Four people were seriously hurt; 40 sustained minor injuries. Around 250 were evacuated by the emergency services.

Both trains were travelling at low speed at the time of the collision, whose cause remains unclear.

3. Overseas Accidents - Post September 2014

5 October 2014, US: a freight train carrying dangerous goods struck a lorry at a level crossing in Mer Rouge, LA, seriously injuring both traincrew and causing two locomotives and 17 wagons to derail. Fifty homes were evacuated for about two hours due to leaking argon.

7 October 2014, Canada: a freight train hauling dangerous goods derailed near Clair, Saskatchewan. Twenty-six of the 100 wagons were involved, two of which began leaking petroleum distillate and caught fire. Around 50 local residents were evacuated.