

## **Annex A: Recommendations 57-73 from the Ladbroke Grove Rail Inquiry Part 2 Report**

57. The responsibility of the HSE for the investigation of rail accidents should be transferred to an independent body, here referred to for convenience as the RAIB (para 9.29).

58. The investigation of rail accidents and incidents of whatever nature should be brought under the overall control of RAIB (para 11.8).

59. The more serious cases should be the subject of inquiry by the RAIB. The categories of case which could fall to the RAIB to inquire into should be the subject of further study (paras 11.8 and 11.10).

60. The less serious cases should be delegated to the industry to be dealt with by formal inquiry or formal investigation. However, the RAIB should have the ability to call in any case for inquiry by itself where that appears to be appropriate (para 11.8).

61. Consideration should be given, in the longer term, to reducing the investigation of accidents or incidents at industry level to a single method (para 11.9).

62. The sole objective of the investigation of accidents or incidents should be the prevention of accidents and incidents. It should not be the purpose of such investigations to apportion blame or liability (para 11.9).

63. The appointment of an independent chairman and, where appropriate, independent members of the panel of a formal [industry] inquiry, is endorsed (para 11.13).

64. Save and to the extent that there is good reason to the contrary, representatives of persons who have been affected by an accident should be allowed to attend, as observers, formal inquiries into more serious accidents. There should be a criterion for the purpose of determining for which inquiries this would be suitable (para 11.14).

65. Representatives of those who have been affected by an accident should be allowed to attend as observers at an RAIB inquiry into the accident (para 11.14).

66. Procedures, such as those followed by the AAIB, for keeping those who have been bereaved or injured fully informed of what is happening during the investigation process, are commended (para 11.15).

67. The RAIB should exercise a supervisory function in regard to the working of formal [industry] inquiries and formal [industry] investigations (para 11.16).

68. The proposal of an appeal [to RAIB] against a finding of a formal inquiry [by industry] should be the subject of further study (para 11.16).
69. The reports of RAIB inquiries and formal inquiries should be published , subject to the protection of the identity of persons involved (para 11.17).
70. The rail industry safety body should maintain a current record of :
- (a) the recommendations of RAIB inquiries and formal inquiries;
  - (b) the responses of all organisations to which the respective recommendations are directed; and
  - (c) the state of progress towards implementation in relation to stated timescales (paras 11.19-11.21).
71. The RAIB should regularly examine the reports of formal investigations in order to determine whether there are matters of importance which should be brought to the attention of the industry (para 11.22).
72. There is a need for a protocol dealing with the release of technical information and access to technical experts in investigations involving the police (para 11.29).
73. The statements made by witnesses in connection with RAIB inquiries and industry inquiries and investigations should not be disclosed to the police, save by order of a judge (para 11.32).