

MEMORANDUM OF UNDERSTANDING BETWEEN THE SECRETARY OF STATE FOR TRANSPORT, THE SECRETARY OF STATE FOR ENVIRONMENT AND THE HEALTH AND SAFETY COMMISSION ON RAILWAY SAFETY

Introduction

1. This memorandum of Understanding is made between the Secretary of State for Transport, the Secretary of State for Environment and the Health and Safety Commission. Its purpose is to promote effective coordination and levels of service. The memorandum replaces the agency agreement dated 10 April 1995 between the Secretary of State for Transport and the Health and Safety Commission ("the Commission"). It does not involve any change in Ministerial responsibilities. The parties undertake to use their best endeavours to co-operate effectively to enable and assist each other to carry out their responsibilities and functions, and to maintain effective working arrangements for that purpose.

2. The functions and responsibilities identified in this Memorandum will be exercised by the Health and Safety Executive ("the Executive") on behalf of and as directed by the Commission except in so far as the function or responsibility is expressly conferred on the Executive under Part 1 of the Health and Safety at Work etc. Act 1974.

3. The Memorandum is concerned solely with issues relating to the safety of relevant transport systems ie. railways, tramways, guided transport systems and trolley vehicle systems.

Functions to be Performed by the Executive

4. The Executive has indicated to the Commission that it will perform the following functions:

a. Provide information and advice on behalf of the Commission in connection with any of the Secretary of State for Transport's responsibilities in relation to railways, tramways, guided transport systems and trolley vehicle systems. This information includes:

i. the provision to the Department of Transport of reports on the investigation of serious accidents and dangerous occurrences or incidents which may be widely publicised;

ii. detailed reference to the work of HM Railway Inspectorate in an annual report on railway safety by the Chief Inspector of Railways (CIR) to be made to the Commission and the Secretary of State for Transport each year. The CIR's report will be published separately, rather than be subsumed in the Commission's annual report.

b. Receive and consider operators' reports on internal inquiries into accidents.

- c. Receive reports of dangerous incidents not covered by the statutory reporting requirements.
- d. Publish and revise Railway Safety Principles and Guidance as a guide to standards required for approval.
- e. Monitor the effectiveness of the new safety regime following privatisation of British Rail.
- f. Advise on the technical and safety aspects of railways, including but not limited to the following:
 - i. railway industry proposals for enhancement of networks and services;
 - ii. applications for orders under Part I of the Transport and Works Act 1992 and applications for Light Railway Orders made under the Light Railways Act 1896;
 - iii. level crossings and any other matters concerning the effect of railways or proposed railways on highways or proposed highways;
 - iv. harmonisation of railway safety systems in the European Community;
 - v. research; and
 - vi. Hybrid Bills and Scottish Provisional Orders;
- g. Advise on the technical and safety aspects of tramways.
- h. Advise on the technical and safety aspects of guided transport systems, including electrical aspects of trolley vehicle systems;
 - i. Provide advice under sections 14 and 15 of the Railway Regulation Act 1842.

Functions to be performed by the Secretary of State for Transport

- 5 It is agreed that the Secretary of State for Transport will ensure that the Commission is :
- a updated on any developments with implications for railway safety and/or the use of the HSE's resources;
 - b kept informed of any plans for legislation (either national or international) with implications for railway safety; and
 - c consulted as appropriate where railway safety could be an issue.

Performance

6. The Executive, acting on behalf of the Commission, agrees to use its best endeavours to produce accident reports within one year of the accident concerned or, in the case of a public inquiry, within one year of the end of the public hearing stage of the inquiry. The Executive agrees to keep the Secretary of State for Transport informed of the reasons for any delays (eg. prosecutions).

7. The Executive agrees to provide timely decisions on safety cases and approvals and, acting on behalf of the Commission, on level crossing approval submissions.

8. The Executive agrees to provide timely advice on applications for orders under Part I of the Transport and Works Act 1992 so as to enable the Department of Transport to process applications within the statutory timetables.

Accident Inquiries

9. The arrangements for handling accident inquiries are given in Appendix 1.

Legislation

10. The Commission will be responsible for the preparation of secondary legislation on all matters concerned with railway safety. The Executive, acting on behalf of the Commission, agrees to consult closely with the Department of Transport on any legislative proposals, before proceeding to public consultation on draft regulations and any codes of practice or guidance. Any proposals for regulations made by the Commission will be submitted to both the Secretary of State for Transport and the Secretary of State for the Environment for approval unless they relate solely to public/passenger safety. In this case, they will be submitted only to the Secretary of State for Transport. The Department of Transport and the Department of Environment will remain responsible for the preparation of primary legislation, in close consultation with the Commission and Executive.

Planning and Review

11. Meetings to discuss issues of mutual concern will be arranged as deemed appropriate by the parties. These arrangements will include:

- a meeting each June between the Chairman of the Commission (supported by the Director General of the Executive and the CIR) and the Secretary of State;

- a meeting each November between the Director General of the Executive (or her deputy) and the CIR, and Department of Transport Directors.

Liaison on PES Bids

12 Resource bids and plans for HM Railway Inspectorate will be prepared, and performance reviewed, within the framework of HSC/HSE's PES, Estimates and work planning cycle. The Commission agrees to inform the Secretary of State for Transport of the outcome of its PES negotiations and the implications for HM Railway Inspectorate, including its support staff. The Commission agrees to send a copy of the HSC Plan Of Work and the Inspectorate's Operational Plan to the Department of Transport.

Liaison on Parliamentary business, correspondence, press enquiries etc

13. The liaison arrangements in Appendices 2 and 3 will apply on a day to day basis.

Review

14. The parties agree that this Memorandum of Understanding and the working arrangements to which it refers will be reviewed jointly by the parties as the need arises and upon the request of any party. Any changes will be subject to the agreement of all parties.

J Denning
Department of Transport

T Gates
Secretary to the Health and Safety Commission

Mrs R Le Guen
Department of the Environment

10 October 1996

APPENDIX 2

LIAISON ARRANGEMENTS ON PARLIAMENTARY BUSINESS, CORRESPONDENCE, PRESS ENQUIRIES ETC.

1. This Appendix sets out the agreed liaison arrangements between the Department of Transport (DOT), the Department of the Environment (DOE) and the Health and Safety Executive (HSE).

Parliamentary Questions

2. All PQs on railway passenger safety for the Secretary of State for Transport to answer will be sent to DOT Parliamentary Branch. All PQs on employee safety for the Secretary of State for the Environment to answer will be sent to DOE Parliamentary Branch. Parliamentary Branches will follow the established procedure if a PQ is to be transferred between Departments. The Secretary of State for the Environment will be wholly accountable to Parliament for HM Railway Inspectorate's (HMRI) manpower resources and running costs. DOT Parliamentary Branch will send all PQs with a safety aspect to the Director in Railways or Urban and Local Transport (ULT). The relevant Division is responsible for sending a copy at once by FAX to the HSE Secretariat. Draft answers transmitted between HSE and DOT Divisions will be faxed via the HSE Secretariat, but Divisions may fax duplicate copies of Questions direct to Safety Policy Division (SPD) and/or HMRI to save time. All DOT PQ jackets will be kept by the responsible DOT Division and returned to Parliamentary Branch in the normal way. There will be no change in the current arrangements for handling DOE's PQs.

Ministerial Correspondence (PSO cases)

3. DOT Private Office will allocate PSO cases between Divisions and HSE for advice and draft reply. Where there is any doubt over who should advise on a particular case, Private Office will consult either Railways or ULT. PSO jackets for HSE will be sent direct to the HSE Secretariat from DOT Private Office. Where a PSO case requires a contribution from HSE and DOT, contributions will be commissioned as at present and faxed between DOT and the HSE Secretariat. HSE will consult DOT on all PSO safety cases having policy implications, such as finance or environmental considerations. Similarly, HSE will consult HSPL on any cases that have finance implications for DOE.

Treat Officially Correspondence (TOs)

4. DOT Correspondence Location Unit (CLU) will allocate TOs between Divisions and HSE. TOs will be sent to HSE via the HSE Secretariat. Where the CLU is in any doubt as to who should answer a particular letter they will consult the relevant Division or forward the letter for the Division to consider who should be responsible for answering it. In some cases Divisions may wish to reply to their part of a letter and then forward the correspondence to the HSE Secretariat to enable HSE to reply separately to its own points. In other cases

Divisions and HSE may commission contributions to a single reply, again via the HSE Secretariat.

Other Parliamentary business (eg debates and statements)

5. DOT's Private Office or Parliamentary Branch will commission speeches, briefing, statements, PNQs etc from Units, who will seek contributions from HSE as necessary. Divisions will normally commission routine Parliamentary contributions from HSE via the HSE Secretariat.

6. Where the Secretary of State for Transport is required to make an urgent Parliamentary statement on an accident, including an answer to a PNQ, the relevant Unit will take the lead and draft in consultation with HSE. In such cases Units or Divisions will deal direct with HMRI to ensure prompt, first hand information. The HSE Secretariat will alert DOE to any Parliamentary activity, where appropriate.

Urgent fax messages to DOT Ministers

7. Where urgent fax messages (eg accident reports) are sent by HSE to DOT Private Offices with a copy list, the Secretary of State's office will copy and circulate within DOT unless it requests the relevant Division to do so.

Press Offices

8. A clear allocation of responsibilities between HSE and DOT press offices is essential, not least so that the media know which press office to approach for information.

9. HSE press office is in the lead for:

- railway safety, including arrangements for railway safety after privatisation, but excluding political issues;
- railway accidents or incidents;
- staffing and operations of HMRI;
- the railway safety annual report;
- railway safety statistics;
- rail accident inquiries which are conducted by HMRI;
- formal public inquiries into rail accidents; and

- publication of formal public inquiry reports; and publication of HMRI rail accident reports.

10 DOT press office is in the lead for:

- political aspects of railway safety issues;
- media enquiries which require a Ministerial response;
- ministerial statements; and
- ministerial visits to the scene of an accident.

11 In any case of doubt, the first port of call should be the HSE press office. The HSE press office will liaise with the DOT press office and ensure that they are made aware of any issues that more properly fall within their remit.

Duty Officer Arrangements

12 During normal business hours, serious railway accidents should be reported direct by the appropriate operator to the Railway Inspectorate's Accident Officer. In the silent hours, operators should report to the HSE Duty Officer. The HSE Duty Officer will alert the RI Duty Officer, who will pass details to the DOT Duty Officer. The HSE Duty Officer will then alert HSE senior officials and other contacts as necessary.

13 The Department of the Environment might also need to be involved in the case of a major employee accident because of the Secretary of State's responsibility for employee safety. The HSE Duty Officer will be responsible for alerting the Department's Duty Officer, following advice from the Accident Officer.

PRESS HANDLING OF RAIL DISASTERS - HSE/DoT PRESS OFFICE
ROLES

Disasters can be divided into three distinct phases for media handling purposes:

Immediate response - the first few hours; casualties retrieved; accident investigators arrive; Minister(s) visit;

Handling on the scene - the period until the wreckage is retrieved or while the accident investigators are on the scene;

Aftermath - the period after the scene is cleared but before the cause is established and announced.

Objectives

1. The key objectives for both HSE and DoT are:
 - to deploy sufficient staff at HQ and on the scene;
 - to establish good liaison with the following:

HSE

the Railway Inspectorate (HMRI)
Safety Policy Division A (SPD)
Department of Transport
Railtrack
the train operator(s)
the rolling stock owners
the police
the British Transport police
the Fire Service
the Ambulance Service
OPRAF

DoT

Ministers
Railtrack
Rail company involved
HSE

- to establish an efficient system for the collection, clearance and distribution of information to the media.

Immediate response

2. Once news of a disaster breaks , the following steps should be taken :

HSE

i the Press Office should be kept open (or opened if the disaster occurs outside office hours) ;

ii a Press Officer should be despatched to the scene;

iii Central Office of Information (COI) should be asked to provide backup; and

iv a 'holding' press statement should be issued (example included in sample lines to take - see Appendix 1).

DoT

i check with duty officer and/or appropriate policy division to ascertain as far as possible what has happened and what can be said;

ii check with appropriate policy and Private Office to clear the line to take including any statement about a visit by Ministers;

iii notify the Head of Information (or relevant Chief Press Officer) who will decide whether staff need to be deployed at the scene. Staff will be required to accompany the Minister;

iv after consultation with duty press officer, the reserve duty press officer and one chief press officer may need to establish a base of operations at the office. This can be used to handle media calls if necessary. It is likely in the first instance that the media will contact Railtrack and the train company concerned. If a base is established at HQ then the Home Duty Press Officer will join them and all incoming calls plus updated information from the scene will be routed to HQ press office; this will remain open throughout the night if necessary. If no base of operations is established at the office then the Duty Press Officer should be the main contact point.

Arrival at the scene

HSE

3. Once a Press Officer arrives at the scene, he or she will become the chief source of information back to the HQ Press office. His/her task will be:

- to agree through Press Office HQ and with HMRI, and SPDA, the format and timing of early statements to the press ;
- to liaise with press officers from Railtrack, the rail operators, DoT and emergency services;
- to decide whether further resources are required on the spot over and above the support of COI .

DoT

4. The need for a press officer on site is not automatic. The necessity of sending someone to the site should be considered by the head of information depending on the circumstances of the accident.

Handling on the scene

HSE

5. The site Press Officer should act as press adviser to all HSE investigators on site and must:

- shield investigators from random media questioning (particularly on the disaster scene) by liaising with police to ensure the media do not intrude on investigators' discussions;
- advise investigators not to speak to media until they are ready to make a prepared statement (preferably in a 'press conference' format);
- be available to accompany senior Health and Safety Commission/Executive personnel on visits to the scene, to assist in making arrangements for these visits, and arrange for visitors to speak to the media if appropriate;
- keep abreast of announcements by the emergency services and rail operators by monitoring their statements and attending their press briefings (if possible).

DoT

6. The site press officer's role should be :

- ensure that HQ press office is aware of any prepared statements and their timing (including those from other emergency services);
- ensure that all DoT statements have been properly cleared with the inspectors, policy commands and Private Office at Great Minster House;

- contact HQ press office to ensure they are promptly briefed on the changing situation;
- ensure that they are aware of forthcoming Ministerial statements/interviews in London;
- keep abreast of arrangements by the emergency services and transport operators by monitoring statements and press briefings if possible;
- minimise speculation by never briefing beyond agreed statements.

Aftermath

7. A Press Officer will remain at the scene for as long as is necessary.
8. All residual enquiries will be handled by the HSE HQ Press Office in the normal way or by DoT Press Office if it is a Ministerial matter.

APPENDIX 1

HANDLING MAJOR INCIDENT INQUIRIES AND INVESTIGATIONS

1 This Appendix sets out the agreed arrangements for handling incident inquiries and investigations on the railways. In the event of a disaster, reference should be made to the Lord Chancellor's guidance 'Disasters and the Law'.

Criteria for determining the form of inquiry/investigation which should take place

2 In the immediate aftermath of a railway accident, it will be necessary to decide quickly what form of inquiry or investigation should take place. There are four options available :

* a public inquiry under section 14 (2) (b) of the HSWA leading to a report which will almost invariably be published. The consent of the Secretary of State for Transport is required for such an inquiry. It will be for the Commission to appoint the person to carry out the inquiry. This may be a member of the Inspectorate or, if circumstances demand it (eg. there is reason to believe that the independence of the inquiry would be compromised) by the appointment of a person of independent legal standing.

* a formal investigation (not in public) under section 14 (2) (a) of the HSWA leading to a report which may be published; and

* an investigation (not in public) using the powers of inspectors under section 20 of HSWA. A report can be published if it would be in the public interest to do so but would not be usual and would be subject to such considerations as personal privacy, commercial secrecy etc.

* no further action.

3 In determining the option to be selected, a number of factors need to be taken into account including :

* the number of fatalities/major injuries

* other similar or recent accidents

* wider implications for railway safety

* media/public interest

* political sensitivities

* significant technical factors.

4 In general the presumption will be that if an investigation is considered appropriate it will be carried out under s20 HSWA and that the alternatives will only be contemplated if the individual circumstances of the particular case merit it. This is consistent with the statutory test for section 14 powers ie. that the Commission may order an inquiry or investigation under section 14 where it considers it "necessary or expedient to investigate". A table is attached which attempts to identify how this system might operate in practice. It is recognised, however, that it is impossible to lay down hard and fast rules to be followed in every instance and that ultimately decisions may be influenced less by the severity of the accident itself than than by the expectations of the public and political considerations. It is also recognised that there may be a transitional period after the abolition of the 1871 Act and whilst the industry undergoes further change and break up when there may be a need to rely more heavily on s14 powers than should be the case once the situation has stabilised and the new arrangements have properly 'bedded down'.

Procedures

5 In the first instance it will be for the HM Railway Inspectorate Accident Officer or designated person receiving the report to consider and initiate the response to a reported accident. He will also ensure that the Department of Transport's Duty Officer, amongst others, is informed as a matter of priority if the circumstances warrant this.

6 If it is clear that the accident/incident either does not justify further investigation or that such investigation should properly be made under s20, no further action will normally be necessary other than a routine report to the Secretary of State for Transport, to the Chairman of the Commission and to senior Health and Safety Executive (HSE) and Department of Transport (DOT) officials.

7 As it becomes clear that there are wider considerations or any doubt about the appropriateness of using s20, the Accident Officer will report as a matter of priority to the appropriate Deputy Chief Inspector of Railways (DCIR) or, in his absence, the Chief Inspector of Railways (CIR). The DCIR will consult also as a matter of priority with the appropriate Head of Division (HOD) and/or Head of Section (HOS) in Safety Policy Directorate (SPD) and with the HOD in DOT on the appropriate way forward. This discussion will cover :

* which type of investigation/inquiry is appropriate in the circumstances

* whether, on the basis of existing information, there should be a published report

* what form any public announcements should take.

8 The respective Press Offices should be kept informed of developments and the outcome of discussions and should be consulted about any public announcement.

9 DOT officials will then be responsible for recommending to the Secretary of State the course of action agreed with HSE officials. HSE will supply such material as is needed and will be given the opportunity to approve the submission. On the basis of this advice, it will be open to the Secretary of State to ask the Commission if it will consider a particular form of inquiry or investigation.

10 Following consultation and in parallel, it will be the responsibility of the DCIR/CIR to make a recommendation to the Commission on the course of action to be adopted. This will need to be cleared with a member of the Executive before being put to the Commission. The aim should be to reach agreement and make a recommendation to the Commission within half a working day of the accident (one day if the accident takes place at a weekend).

11 It will be the responsibility of the Commission Secretariat to obtain the clearance of the Commission. Every effort should be made to ensure that this is given absolute priority and that decision is reached within one working day of the accident (two days if the accident takes place at a weekend). It may be necessary to invoke arrangements to delegate powers in order to ensure a decision is reached quickly. In the case of a s14 (2)(b) inquiry, the Commission Secretariat will arrange for the Secretary of State's consent to be obtained.

12 The duties of the respective Press Offices are set out in Appendix 2. It will be of paramount importance that close liaison is maintained between Press Offices and officials so that press briefings can be prepared and agreed at an early stage. HSE's Press Office will be responsible for informing the DOE Press Office. See also paragraphs 15 - 19 below.

13 The Office of the Rail Regulator should be informed of the action that has been agreed in respect of regulated train services.

14 A flow chart is attached which identifies the key stages in the process. More detailed information on the specific roles and responsibilities of those involved in the process within HSE is given in the Major Incident Response Corporate Instructions.

Public Announcements

15 The arrangements for making public announcements (press conferences, press notices, briefing for press offices) should be included in the discussions that take place on the appropriate response to make in investigative terms (see paragraph 7 above) and will be influenced by this decision. Ministerial and Parliamentary interests will also need to be considered.

16 In the immediate aftermath of an accident, it is unlikely that anything other than a 'holding' line will be appropriate. A suggested form of words is attached at Annex 3 which could be used by HSE and DOT in such instances.

17 Once a decision has been taken, it will possible to be a little more positive but, again, there will be considerable limits on what is either possible or sensible to say. A suggested form of words is also attached at Annex 3.

18 In rare instances (where, for example, there have been a large number of casualties or the accident had some particularly worrying features), it may be necessary to produce a fully fledged press notice to satisfy media demands.

19 Detailed guidance on press handling in the event of a major accident, including dealing with Ministerial visits, is covered in Appendix 3.

Progress reports

20 HSE (HMRI) will ensure that SPD and DOT are kept informed of the progress of any investigation/inquiry and any emerging findings with :

- * widespread implications across the industry and/or
- * plans to prosecute, the issue of Improvement Notices etc.

The Executive, the Chairman and, where appropriate, the Commission will also be kept informed.

Findings

21 DOT officials will be informed of the findings of the investigation and the recommendations it is intended to make in advance of publication. In reaching its recommendations, HSE will ensure that a cost benefit analysis is carried out. The Office of the Rail Regulator should also be informed in respect of regulated train services.

Publication of reports

22 A report of a section 14 (2) (b) public inquiry will almost invariably be published. Whether a report is published under s14 (2) (a) or s20 and the form this should take will depend on similar factors to those which determined the type of investigation undertaken. An initial view will need to be taken in the early stages after the accident has taken place (see paragraph 7) but the possibility that that decision will need to be reviewed at a later stage cannot be ruled out ie. as the findings of the investigation emerge. It may be, for example, that it becomes clear that there are wider implications which need to be widely disseminated within the industry or issues of public concern which demand some form of written response.

23 Again the approach will be a hierarchical one depending on individual circumstance :

i no publication needed

ii key recommendations made known to appropriate parts/all of the industry

iii recommendations made public

iv full report published.

24 In the case of s14 (2) (a) and (b) investigations, it will be for the Commission to decide what form publication should take on advice from HSE officials. DOT will be consulted.

25 There are two instances when this process might be disrupted :

i if it becomes apparent that legal proceedings are justified; and/or

ii if, at any stage, findings are sufficiently significant in health and safety terms to demand immediate action.

26 In the first instance, a report would have to be delayed until the legal process had been completed. In the second, it might be necessary anticipate the final report, in whole or part, in order to ensure that concerns about health and safety are tackled quickly/without delay.

APPENDIX 1 ANNEX 3

EXAMPLES OF LINES TO TAKE IN PRESS BRIEFING FOLLOWING REPORTED INCIDENTS

HSC/E LINES TO TAKE - in order of use

Initial, holding

HSE is investigating.

Initial press statement

HSE has confirmed that it is investigating the at..... which happened at..... A Railway Inspector has been sent to/is already at the scene and the HSE investigation will continue until the cause of the accident is known.

Later, once an HSE investigation has begun

A press release, similar to the attached example which was issued for the Maidenhead train fire, would be issued.

Later still, once a formal investigation is announced

This would be an HSC release, similar to the one attached, issued for the Rickerscote accident. It would simply need minor adjustments to the wording to accommodate the different types of formal investigation. This should not be released until the Chairman has obtained the Secretary of State's agreement.

C15:96

13 March

1996

HSC ORDERS FORMAL INVESTIGATION OF RICKERSCOTE

RAIL COLLISION

The Health and Safety Commission has today directed the Health and Safety Executive (HSE) to hold a formal investigation into the collision of a postal train with a freight train at Rickerscote, near Stafford, on the evening of Friday 8 March, which regrettably resulted in the death of a postal worker. A special report will be published.

Frank Davies, Chairman of the Health and Safety Commission, said today: "The Commission has directed HSE to hold the formal investigation under Section 14(2)(a) of the Health and Safety at Work etc Act 1974. The Commission has taken this decision following a request from the Secretary of State for Transport and advice from HSE.

"The Commission also expresses its sympathy to the relatives of the postal worker who was killed and to those who were injured."

David Eves, HSE's Deputy Director General, said: "HSE's investigation into this collision began immediately. Railway Inspectors are making detailed enquiries into the technical causes of the derailment and into the actions of railway staff immediately prior to the collision. They are being assisted by scientists from the Health and Safety Laboratory.

"Our investigation is complex and detailed and will continue until we have found the reason for the accident. It is too soon to speculate about how long our investigation will take, but we will publish a special report in due course."

Public Enquiries: HSE Infoline, Caerphilly Business Park, Caerphilly, CF83 3GG
tel: 0845 345 0055 , fax 0845 408 9566

Press Enquiries: Journalists only: Angela Orr Ewing 0171-717 6903.

Ends

E134:95 11 September 1995

HSE INVESTIGATES TRAIN FIRE

The Health and Safety Executive (HSE) confirmed today that it is investigating the fire which occurred on a high speed train near Maidenhead station on Friday 8 September 1995 and the resulting tragic death of a passenger.

Stan Robertson, HM Chief Inspecting Officer of Railways for HSE, said today: "Railway Inspectors were sent to the scene immediately to begin our investigation, which is continuing. We have taken possession of the train for a detailed forensic examination by HSE scientists from the Health and Safety Laboratory and technical experts from the Railway Inspectorate.

"We are also examining the track and we will be looking at the way that passengers were evacuated from the train and the methods for alerting and stopping other trains. We will also be carrying out checks on similar rolling stock.

"This investigation is complex and technical and will take some time. Our findings will be made public."

Note to Editors

The investigation is expected to take some time - a further press release will be issued in due course.

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