

News story: Animal medicines improvement notice: Meditech UK, Trade Stand Doncaster National Spring Pigeon show

This notice was issued to Meditech UK Trade Stand.

The following contravened the Veterinary Medicines Regulation (VMR) 2013:

- Failure to keep records of POM-VPS supplies contrary to regulation 23 (Records of the receipt or supply of prescription products) of the VMR
- Trade stand has no evidence of a valid registration contrary to schedule 3, paragraph 10 (Supply by a pharmacist) as a pharmacist was supplying POM-VPS products.

The improvements required are:

- Evidence of recording of POM-VPS supplies to be provided, including a procedure for all staff outlining who can supply
- Evidence of General Pharmaceutical Council (GPHC) registration to be provided

Press release: Report 01/2019: Runaway of a road-rail vehicle at Bradford Interchange

RAIB has today released its report into a runaway of a road-rail vehicle at Bradford Interchange, 8 June 2018.

Press release: Report 01/2019: Runaway of a road-rail vehicle at Bradford

Interchange

PDF, 10.8MB, 47 pages

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Summary

At about 01:40 hrs on Friday 8 June 2018, a road-rail vehicle (RRV) ran away while being on-tracked at a road-rail access point south of Bradford Interchange station. The RRV ran downhill for approximately 340 metres, before coming to a stop as the track levelled out in the station. The RRV's machine operator and machine controller were able to run along with it and warned a member of track maintenance staff, who was able to move clear in time.

The RRV ran away because its rail wheels were, incorrectly, partially deployed and because the rail wheel braking system had not been correctly maintained.

Partial deployment of the rail wheels was a result of the machine operator not following the standard industry procedure for on- and off-tracking. He had routinely been on- and off-tracking in this manner and this had not been detected by his employer, Readypower.

The braking system on the rail wheels had not been correctly maintained because fitters were not following the original equipment manufacturer's instructions and Readypower had not detected this.

An underlying factor was that the industry's competence management system for machine operators focuses on the renewal of qualifications, rather than demonstrating ongoing competence.

Recommendations

The RAIB has made three recommendations. The first one seeks to improve the industry's competence management system for all machine operators who work on Network Rail's infrastructure. The second, addressed to Readypower, is intended to improve the management of competence of its staff. The last recommendation aims to improve the quality of the maintenance instructions and training provided to Readypower's fitters.

Simon French, Chief Inspector of Rail Accidents said:

"Getting road-rail plant safely on and off the track ought to be a straightforward business. Unfortunately, over the years RAIB has had to

investigate too many incidents in which this operation has gone wrong, and the machine involved has run away downhill, often for quite long distances. Too often the people in charge have not known what to do to stop the runaway. In this case, the machine operator's actions were not in line with what he had been trained to do, and no-one had checked on him. Of greater concern, however, is that the machine's brakes did not hold it stationary on the 1 in 46 gradient. This was because they were badly maintained, a state of affairs that can be traced back to poor instructions and inadequate supervision of the plant hire company's maintenance staff.

"The management of safety in the rail plant industry is something that RAIB has expressed concern about before. In the past, one of the important issues has been the competence of machine operators and maintainers. In this case, the problems were not only at the plant hire company. The project to convert many road-rail vehicles to direct rail wheel braking also lacked important elements of safety assurance, such as provision for proper information about the machines being converted, and adequate arrangements for training the people who would have to maintain the new braking systems.

"This incident provides an opportunity for the industry to learn major lessons from a relatively minor event. Our recommendations are directed to Network Rail and one other company, but I hope that people in all areas of the rail plant sector will take note of the learning points in this report, and make sure that their company safety management systems are comprehensive and fully implemented."

Notes to editors

1. The sole purpose of RAIB investigations is to prevent future accidents and incidents and improve railway safety. RAIB does not establish blame, liability or carry out prosecutions.
2. RAIB operates, as far as possible, in an open and transparent manner. While our investigations are completely independent of the railway industry, we do maintain close liaison with railway companies and if we discover matters that may affect the safety of the railway, we make sure that information about them is circulated to the right people as soon as possible, and certainly long before publication of our final report.
3. For media enquiries, please call 01932 440015.

Newsdate: 14 March 2019

[News story: Notification of charitable bequests – first meeting with charity](#)

sector

We held a very positive and productive first meeting with representatives of the charity sector on this issue, and we are grateful to them for their insight on key issues..

It was an invaluable opportunity for us to hear the sector's views on a range of matters, including the vital importance of legacies in funding charitable work and the need for continuity of service beyond the end of Smee & Ford's current notice period.

We were able to reflect that we are working closely with the company through this period and that HMCTS is looking to establish interim arrangements to ensure that charities continue to receive a notification service beyond July 2019 while we consider options for the longer term.

The meeting with the Institute of Legacy Management, Institute of Fundraising/Remember A Charity, National Council of Voluntary Organisations and the Association of Chief Executives of Voluntary Organisations follows a decision to end HMCTS' current arrangement with Smee & Ford, which has provided a paid-for notification service to participating charities for several years. While this was established in good faith, HMCTS has found that it is not consistent with the department's legal duties.

[Susan Acland-Hood's open letter](#) to the charity sector was published on 31 January 2019. A summary of the meeting will be published shortly too.

Press release: 'Missing Link' proposal unveiled for route linking Midlands and South West

The next step in a multi-million pound scheme to upgrade a key route linking the Midlands and South West has been announced by Highways England.