



GN

Published by:

**RSSB
Block 2
Angel Square
1 Torrens Street
London
EC1V 1NY**

**© Copyright 2012
Rail Safety and Standards Board Limited**

GO/GN3519
Guidance on Accident and Incident Investigation
Issue Three: December 2012
Rail Industry Guidance Note for GO/RT3119



Documents

Document Sharing Hub

Guidance on Accident and Incident Investigation

Issue record

Issue	Date	Comments
One	04 October 2008	Original document
Two	04 September 2010	Contains new and reworded SPAD categories and some additional requirements for lead organisations for investigations.
Three	01 December 2012	Contains revised definition of a SPAD and some additional requirements when reporting local investigations.

Amended or additional parts of revised pages have been marked by a vertical black line in the adjacent margin.

Superseded documents

The following Railway Group documents are superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GO/GN3519 Guidance on Accident and Incident Investigation, issue two	All	02 March 2013

Supply

The authoritative version of this document is available at www.rgsonline.co.uk.
Uncontrolled copies of this document can be obtained from Communications, RSSB, Block 2, Angel Square, 1 Torrens Street, London EC1V 1NY, telephone 020 3142 5400 or e-mail enquirydesk@rssb.co.uk. Other Standards and associated documents can also be viewed at www.rgsonline.co.uk.

Guidance on Accident and Incident Investigation

Contents

Section	Description	Page
Part 1	Introduction	4
G 1.1	Purpose of this document	4
G 1.2	Background	4
G 1.3	Principles	4
G 1.4	Related requirements in other documents	5
G 1.5	The structure of this document	5
G 1.6	Copyright	5
G 1.7	Approval and authorisation of this document	5
Part 2	Guidance for accident and incident investigation	6
G 2.1	Responsibilities common to infrastructure managers and railway undertakings	6
G 2.2	Responsibilities of the lead organisation for formal investigations	12
G 2.3	Responsibilities of the lead organisation for local investigations	18
G 2.4	Responsibilities of infrastructure managers	21
G 2.5	Responsibilities of railway undertakings	26
Appendices		
Appendix A	Decision criteria – formal investigations	28
Appendix B	Decision criteria – local investigations	31
Appendix C	Requirements for persons responsible for managing the investigation process	33
Appendix D	Requirements for persons appointed to lead an investigation	35
Appendix E	Explanatory note on progress reporting requirements	39
Definitions		40
References		42

Guidance on Accident and Incident Investigation

Part 1 Introduction

G 1.1 Purpose of this document

- G 1.1.1 GO/RT3119 Accident and Incident Investigation mandates requirements for the investigation of accidents and incidents involving more than one infrastructure manager or railway undertaking so that system improvements (including changes to European and national standards, national operating rules and company systems and procedures) necessary to prevent or reduce the likelihood of recurrence, or mitigate the consequences, are identified and implemented.
- G 1.1.2 The entitlements and role in the investigation process of railway industry parties and others not directly involved in the event subject to investigation are defined.
- G 1.1.3 This guidance document has been published by Rail Safety and Standards Board to give guidance on interpreting the requirements of Railway Group Standard GO/RT3119. It does not constitute a recommended method of meeting any set of mandatory requirements.

G 1.2 Background

- G 1.2.1 The requirements from GO/RT3119 reproduced in Part 2 of this document define a procedural framework and common processes for the investigation of accidents and incidents to enable:
- a) Infrastructure managers, railway undertakings and other railway industry parties cooperate to investigate immediate and underlying causes, identify measures and make recommendations to eliminate or prevent recurrence and to mitigate consequences of accidents and incidents.
 - b) The results of investigations and recommendations to be reported in a structured way.
 - c) Investigations to be completed and the findings made known in a timely way so that lessons are learned (including the need to review risk controls) at the earliest opportunity.
 - d) An awareness of safety lessons relevant to infrastructure managers' and railway undertakings' operations and the recommended actions to apply them.
 - e) Information necessary to support the development of the industry's safety strategies and safety risk models to be produced and reported.
 - f) Changes to Railway Group or European standards or working instructions to be progressed promptly.
- G 1.2.2 The requirements from GO/RT3119 reproduced in Part 2 of this document permit infrastructure managers and railway undertakings to appoint a person independent of either party involved to lead or participate in a formal investigation if required.
- ### G 1.3 Principles
- G 1.3.1 The requirements from GO/RT3119 as reproduced in this document are based on the following principles:
- a) Investigations determine the facts of an accident or incident, its immediate and underlying causes, and make recommendations to eliminate or minimise the risk from such events by addressing the frequency of occurrence and the consequences of the event.
 - b) The investigation processes mandated in this document are not intended as a process for allocating blame or liability.

Guidance on Accident and Incident Investigation

- c) The information included in a report of an investigation carried out in compliance with this document is not intended to create any presumption of blame or liability.
- d) No degree of severity or importance is implied either by the use of the provisional collective term or between any of the post-investigation SPAD categories described in GO/RT3119.

G 1.4 Related requirements in other documents

G 1.4.1 The following Railway Group Standards contain requirements that are relevant to the scope of this document:

- a) GO/RT3118 Incident Response Planning and Management.
- b) Guidance on SPAD incident categorisation and risk ranking referred to in this document, together with associated Provisional SPAD Data Collection Forms RT/3119/A, B, C and D, can be found on the RSSB website www.rssb.co.uk.

G 1.5 The structure of this document

G 1.5.1 Relevant requirements from Railway Group Standard GO/RT3119 are reproduced with a grey background in this document.

G 1.5.2 Guidance is provided as a series of sequentially numbered clauses prefixed 'G' immediately below the greyed text to which it relates.

G 1.5.3 Specific responsibilities and compliance requirements are laid down in the Railway Group Standard itself.

G 1.6 Copyright

G 1.6.1 Copyright in the Railway Group documents is owned by Rail Safety and Standards Board Limited. All rights are hereby reserved. No Railway Group document (in whole or in part) may be reproduced, stored in a retrieval system, or transmitted, in any form or means, without the prior written permission of Rail Safety and Standards Board Limited, or as expressly permitted by law.

G 1.6.2 RSSB members are granted copyright licence in accordance with the Constitution Agreement relating to Rail Safety and Standards Board Limited.

G 1.6.3 In circumstances where Rail Safety and Standards Board Limited has granted a particular person or organisation permission to copy extracts from Railway Group documents, Rail Safety and Standards Board Limited accepts no responsibility for, nor any liability in connection with, the use of such extracts, or any claims arising therefrom. This disclaimer applies to all forms of media in which extracts from Railway Group Standards may be reproduced.

G 1.7 Approval and authorisation of this document

G 1.7.1 The content of this document was approved by Traffic Operation and Management Standards Committee on 18 September 2012.

G 1.7.2 This document was authorised by RSSB on 29 October 2012.

Guidance on Accident and Incident Investigation

Part 2 Guidance for accident and incident investigation

G 2.1 Responsibilities common to infrastructure managers and railway undertakings

G 2.1.1 Requirement to investigate accidents or incidents

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.1 Requirement to investigate accidents or incidents

2.1.1.1 Infrastructure managers and railway undertakings shall investigate accidents or incidents to establish:

- a) The events leading up to the accident or incident.
- b) The immediate cause(s).
- c) The underlying cause(s).

G 2.1.1.1 No additional guidance provided.

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.1 Requirement to investigate accidents or incidents

2.1.1.2 Infrastructure managers and railway undertakings shall identify system improvements necessary to eliminate or minimise the risk from such accidents or incidents by addressing the likelihood of recurrence and the consequences.

G 2.1.1.2 Regulation 22 of the Railways and Other Guided Transport (Safety) Regulations 2006 sets a wide-ranging duty of cooperation between transport operators whose activities affect, or are affected by, each other. It also applies to contractors carrying out work on an infrastructure manager's or railway undertaking's premises or plant.

G 2.1.1.3 In addition to the basic establishing purposes of an investigation, as listed in requirement 2.1.1.1, the following general reasons should be considered (non-exhaustive list):

- a) To establish the role that infrastructure and train borne systems might have played in the events leading up to the incident. This might include such items as (according to the incident concerned) SPAD incident history of a signal or group of signals, operation of signals, management systems, braking distances, transitions between signal types, staff supervision, training and working time patterns of those people involved, vehicle systems and equipment etc.
- b) To assess human factors issues, including, but not limited to, fitness for work, the working environment, distraction issues, compliance with and fitness for purpose of rules and procedures.
- c) To examine the process for the input of data into equipment (including train data for in-cab signalling systems).
- d) To determine the effectiveness and relevance of previously introduced mitigations relating to the incident type concerned and to identify any residual risks.
- e) To help determine how any lessons learnt from an incident might be communicated to people.
- f) To provide data for input to SMIS for analysis and use by all organisations that might benefit from it.
- g) To help assess the potential severity of an incident and the likelihood of reoccurrence.

Guidance on Accident and Incident Investigation

- h) To help consider the system risks arising from the circumstances of an incident.
- i) To analyse the impact on any supplementary risk, hazard studies or any other relevant information.

G 2.1.2 Decision criteria for when to carry out a formal or local investigation

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.2 Decision criteria for when to carry out a formal or local investigation

2.1.2.1 Infrastructure managers and railway undertakings shall use the criteria in Appendices A and B to identify when a formal or local investigation is required.

G 2.1.2.1 In applying the criteria listed in Appendices A and B, the following factors should also be taken into consideration when deciding whether to instigate an investigation:

- a) The potential severity of the event.
- b) For SPAD incidents, the provisional categorisation and risk ranking.
- c) The need to demonstrate transparency of the investigation process.
- d) Any requests made by parties to hold a particular category of investigation.

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.2 Decision criteria for when to carry out a formal or local investigation

2.1.2.2 Infrastructure managers and railway undertakings responsible for employees or contractors involved in an operating incident shall provide the necessary information to the infrastructure manager for the purposes of incident risk ranking.

G 2.1.2.2 Information relating to SPAD specific incidents would be provided for input into the SPAD risk ranking tool.

G 2.1.3 Lead organisation for formal and local investigations

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.3 Lead organisation for formal and local investigations

2.1.3.1 Infrastructure managers and railway undertakings shall use the criteria shown in Appendices A and B to decide who the lead organisation will be for the purposes of both formal and local investigations.

G 2.1.3.1 No additional guidance provided.

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.3 Lead organisation for formal and local investigations

2.1.3.2 Infrastructure managers and railway undertakings shall appoint a person who is independent of either organisation to lead the investigation if it is jointly decided that this is the most appropriate action.

G 2.1.3.2 The possible appointment of a person independent of any party to lead an investigation may arise:

- a) From situations where the lead organisation is unable to supply a competent person to lead the investigation because of the company's small size.

Guidance on Accident and Incident Investigation

- b) Because the subject matter or scale of the incident is particularly complex and the investigation is likely to demand the full-time attention of the person appointed to lead it.
- c) Where involved parties jointly decide that the investigation would be best led by someone independent of those parties to avoid perception of bias in the investigation's findings.

G 2.1.3.3 In addition, it may be helpful to invite independent technical experts to advise the investigation panel on technical matters, depending on the circumstances of the accident or incident and the collective expertise of the proposed panel or investigation team. Independent technical expertise may be of value in:

- a) Traction and rolling stock.
- b) Track and structures.
- c) Signalling and telecommunications.
- d) Train operations.
- e) Electrification.
- f) Human factors.
- g) Road safety if there is a road component to the accident / incident.

G 2.1.3.4 Guidance as to the need for, and the names of, appropriate specialists may be obtained from RSSB.

G 2.1.4 Designation of responsible persons

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.4 Designation of responsible persons

2.1.4.1 Infrastructure managers and railway undertakings shall designate persons to be responsible for managing their processes for leading or contributing to investigations of accidents and incidents.

Appendix C contains mandatory requirements for persons designated to be responsible for managing investigation processes.

G 2.1.4.1 No additional guidance provided.

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.4 Designation of responsible persons

2.1.4.2 Infrastructure managers and railway undertakings shall designate persons to be responsible for leading investigations.

Appendix D contains mandatory requirements for persons appointed to lead an investigation.

G 2.1.4.2 No additional guidance provided.

G 2.1.5 Physical and witness evidence

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.5 Physical and witness evidence

Guidance on Accident and Incident Investigation

2.1.5.1 Infrastructure managers and railway undertakings shall record physical and witness evidence of:

- a) The events leading up to the accident or incident.
- b) The immediate cause(s) of the accident or incident.
- c) The consequences of the accident or incident.
- d) Any identifiable underlying causes of the accident or incident.

G 2.1.5.1 The following is a typical list of evidence and information that might need to be collated:

- a) Training records and records of post event interviews of employees involved in accidents or incidents.
- b) Maintenance histories and technical tests of equipment involved in accidents or incidents.
- c) Reports from investigations undertaken at the site of accidents or incidents.
- d) Witness statements.
- e) Technical investigation reports required by other standards.
- f) Train data recorder downloads.
- g) The results of alcohol and drugs tests.
- h) Photographs of the accident or incident site and equipment involved.
- i) Signal box registers.
- j) Total Operations Process System (TOPS) train lists for the trains immediately involved (or the equivalent for passenger trains).
- k) Train running system on TOPS (TRUST) reports for the trains involved.
- l) TOPS train consists for the last train(s) in each direction before the accident / incident.
- m) TRUST reports for the last train(s) in each direction before the accident or incident.
- n) Solid state interlocking or integrated electronic control centre (SSI / IECC) event recorder data for a minimum of two hours prior to the accident / incident.
- o) Telephone and radio recordings, where available, for the signal box and the relevant traffic control room for the two hours immediately prior to the accident.
- p) Train borne CCTV and visual recording media (interior and exterior).

G 2.1.5.2 Where a witness is called upon to provide oral evidence before an investigation panel, the number of persons present at the time the evidence is given should be sufficient to ensure that the hearing is properly conducted but does not inhibit the process of giving evidence. The lead investigator should determine what that number should be and that those present, collectively, have the necessary competence to evaluate the evidence.

G 2.1.5.3 When deciding the number of persons that should be present when oral evidence is given, the following factors should be taken into consideration:

- a) The medical condition of the witness.
- b) The extent to which a witness's performance might be adversely affected by the number of persons present.

Guidance on Accident and Incident Investigation

- c) The priority given to the witness's employer and employee representation over others who may wish to be present in an observer capacity.

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.5 Physical and witness evidence

2.1.5.2 Infrastructure managers and railway undertakings shall use the 'RT/3119' designated Provisional SPAD Data Collection forms when investigating signals passed at danger incidents. The RT/3119/A or C forms are for infrastructure managers, and the RT/3119/B or D forms are for railway undertakings. The forms are located on the RSSB website.

- G 2.1.5.4 All Provisional SPAD Data Collection forms RT/3119/A ,B, C and D can be found at the following RSSB website address: <http://www.rgsonline.co.uk>. The A and B forms should only be used for conventional signalling system SPAD investigations. The C and D forms have been specifically created for application in cases where ERTMS is the primary signalling system. When investigating incidents at transition points between conventional and ERTMS areas, users should make an informed decision on which type of data collection form is most appropriate for the purpose of the investigation. If there was ever a case of a multiple SPAD involving both conventional and ERTMS signalling then normally the data collection form applicable to the first signal passed at danger should be used. There are currently no RSSB designated proforma forms for any other type of investigation. Member companies may have or develop such forms for their own use.

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.5 Physical and witness evidence

2.1.5.3 Infrastructure managers and railway undertakings shall prioritise the collection of evidence according to the following list of subjects:

- a) Perishable evidence.

- G 2.1.5.5 For example, assessments of weather, atmospheric and rail head conditions, in-cab indications at the time of the accident or incident, timely retrieval of data logging/event recording / photographic evidence.

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.5 Physical and witness evidence

2.1.5.3 Infrastructure managers and railway undertakings shall prioritise the collection of evidence according to the following list of subjects:

- b) Interviewing of personnel.

- G 2.1.5.6 For example, obtaining written reports from, and interviews of, personnel involved in, or who witnessed the accident or incident.

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.5 Physical and witness evidence

2.1.5.3 Infrastructure managers and railway undertakings shall prioritise the collection of evidence according to the following list of subjects:

- c) Site visits.

Guidance on Accident and Incident Investigation

- G 2.1.5.7 For example, obtaining photographic evidence (including CCTV footage, where appropriate) of local conditions such as vegetation encroachment. It is permissible for the requirement to be undertaken from the driving cab of a train if necessary.

Extract from GO/RT3119 Accident and Incident Investigation

- 2.1 Responsibilities common to infrastructure managers and railway undertakings**
- 2.1.5 Physical and witness evidence**
- 2.1.5.3 Infrastructure managers and railway undertakings shall prioritise the collection of evidence according to the following list of subjects:**
 - d) Records of previous related events.

- G 2.1.5.8 For example, timetable change records, obtaining records that relate to previous safety events involving the same persons, location or review of the risk assessment required by GI/RT7006 Prevention and Mitigation of Overruns – Risk Assessment, where available.

Extract from GO/RT3119 Accident and Incident Investigation

- 2.1 Responsibilities common to infrastructure managers and railway undertakings**
- 2.1.5 Physical and witness evidence**
- 2.1.5.4 Infrastructure managers and railway undertakings shall make the evidence they have gathered available to the person appointed to lead an investigation.

- G 2.1.5.9 The following should be included (as a minimum):

- a) Alcohol and drug test results.
- b) Signalling data records.

G 2.1.6 Action in response to an investigation

Extract from GO/RT3119 Accident and Incident Investigation

- 2.1 Responsibilities common to infrastructure managers and railway undertakings**
- 2.1.6 Action in response to an investigation**
- 2.1.6.1 Infrastructure managers and railway undertakings shall evaluate reports of urgent safety problems found during an investigation for relevance to their operations, to identify any need for an immediate response before the completed investigation report and recommendations are published.

- G 2.1.6.1 No additional guidance provided.

Extract from GO/RT3119 Accident and Incident Investigation

- 2.1 Responsibilities common to infrastructure managers and railway undertakings**
- 2.1.6 Action in response to an investigation**
- 2.1.6.2 Infrastructure managers and railway undertakings shall evaluate recommendations made in reports of formal investigations for relevance to their operations.

- G 2.1.6.2 No additional guidance provided.

Extract from GO/RT3119 Accident and Incident Investigation

- 2.1 Responsibilities common to infrastructure managers and railway undertakings**
- 2.1.6 Action in response to an investigation**

Guidance on Accident and Incident Investigation

2.1.6.3 Infrastructure managers and railway undertakings shall document reasons for rejecting any recommendations together with alternative measures for controlling risks identified.

G 2.1.6.3 No additional guidance provided.

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.6 Action in response to an investigation

2.1.6.4 Infrastructure managers and railway undertakings shall report to the Safety Management Information System (SMIS) their progress towards implementing recommendations from industry and Rail Accident Investigation Branch (RAIB) investigations that they have accepted.

Appendix E contains non-mandatory information for the reporting of progress towards implementing recommendations.

G 2.1.6.4 No additional guidance provided.

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.6 Action in response to an investigation

2.1.6.5 Infrastructure managers or railway undertakings acting as the lead organisation for an incident investigation shall not, if a Signal Sighting Committee (SSC) has been convened, conclude the detailed analysis of the wider evidence until they are in receipt of the SSC report.

G 2.1.6.5 No additional guidance provided.

G 2.1.7 Release of information to third parties

Extract from GO/RT3119 Accident and Incident Investigation

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.7 Release of information to third parties

2.1.7.1 Infrastructure managers and railway undertakings shall not make public statements or release information to third parties about the progress, evidence or conclusions of an investigation, without the permission of the lead organisation and other railway industry parties involved in the accident or incident being investigated.

G 2.1.7.1 No additional guidance provided.

G 2.2 Responsibilities of the lead organisation for formal investigations

G 2.2.1 Appointment of a person to lead the formal investigation

Extract from GO/RT3119 Accident and Incident Investigation

2.2 Responsibilities of the lead organisation for formal investigations

2.2.1 Appointment of a person to lead the formal investigation

2.2.1.1 The lead organisation shall appoint a suitable person to lead the formal investigation according to the mandatory requirements contained in Appendix D.

G 2.2.1.1 When deciding whether a conflict of interest would be created for a prospective lead investigator, the following factors should be considered:

- a) Current and previous employment with any party involved in the accident / incident and whether the activities performed in connection with such employment are likely to be significant matters for the investigation in relation to the cause(s) of the event.

Guidance on Accident and Incident Investigation

- b) Any substantial financial interest (excluding occupational pensions), in any party involved in the accident / incident, the value of which could be significantly affected as a result of the findings and recommendations of the investigation.
- c) Close personal or commercial relationships with any witnesses likely to be called before the investigation or with persons holding senior office within any commercial corporation involved in the accident / incident.

G 2.2.2 Remit for person appointed to lead the formal investigation

Extract from GO/RT3119 Accident and Incident Investigation

2.2 Responsibilities of the lead organisation for formal investigations

2.2.2 Remit for person appointed to lead the formal investigation

- 2.2.2.1 The lead organisation shall, at the earliest opportunity after the accident or incident has occurred, consult affected parties on an appropriate remit for the person appointed to lead the formal investigation. The remit shall require:
 - a) Determination of events leading up to the accident or incident, the immediate and underlying cause(s).
 - b) Identification of recommendations that could mitigate or eliminate the risk from such accidents or incidents in future.
 - c) Reporting of urgent problems found during the investigation to the lead organisation and which justify remedial action before the investigation report is completed.
 - d) Completion of the investigation within a defined time limit.
 - e) A written report of the investigation containing any recommendations, and in the case of investigations involving a SPAD, specific and final confirmation of its category as specified in Table 2 of Appendix D, or its alternative conclusion (together with the reasons for such a change).

G 2.2.2.1 Recommendations identified might include suggested improvements to processes and documents such as European and national standards, operating rules and practices. They might also include suggested physical changes to equipment, infrastructure, rolling stock, environment etc. Whatever changes might be indicated in the recommendations, the likelihood of any recurrence of such an accident or incident and the consequences of not changing identified problems should be addressed.

G 2.2.2.2 The terms 'earliest opportunity' and 'defined time limit' referred to in 2.2.2.1 should be discussed, ascertained and agreed between all affected parties and the designated lead organisation. This should be done under the principle of cooperation, according to the circumstances of the incident investigation concerned and also taking into account any proposed extensions to time limits required. Time limits for reporting might also be affected by legal issues or official requests from regulatory authorities. In all cases the time limits referred to in the requirements should accord with the nature of the event being investigated and be proportionate to the potential consequences, including those that might have arisen had the circumstances been slightly different.

G 2.2.2.3 The final confirmation of an incident's SPAD category (if there is one) may involve a change to, or even deletion of, the provisional one that was allocated immediately following the incident. The lead organisation should make this decision based upon their investigation, evidence and professional expertise. In all such cases the lead organisation's final report should contain confirmation categories that accord with the details of Appendix D (see also 2.2.4.4 and associated GN items).

Extract from GO/RT3119 Accident and Incident Investigation

2.2 Responsibilities of the lead organisation for formal investigations

2.2.2 Remit for person appointed to lead the formal investigation

- 2.2.2.2 The lead organisation shall be responsible for communicating the agreed remit to the person appointed to lead the formal investigation.