

rail safety update

NEWS AND UPDATES FOR THE RAIL
INDUSTRY AND SAFETY ASSESSORS



NZ TRANSPORT AGENCY
WAKA KOTAHI

Summer 2011

Kingston Flyer re-opens

After more than two years without any activity, the Kingston Flyer train is up and running again. The train and other assets were purchased by David Bryce in June of this year, and he promptly set about the task of restarting rail activities. Enlisting the help of a number of employees who had previously work at Kingston, David applied for a rail licence with a view to recommencing passenger carrying operations in time for summer.

With a lot of commitment from everyone at Kingston Flyer Ltd, the NZTA was able to grant a licence with strict conditions on it in late September, so that Kingston Flyer Ltd could operate their rail vehicles and progress infrastructure improvements.

Following a successful initial rail safety assessment, and completion of necessary staff training and so on, the NZTA was able to remove the conditions previously placed on Kingston Flyer Ltd's licence. This meant that they were a fully fledged rail operator with the ability to carry passengers just in time for the scheduled grand opening day on 29 October.

The opening day was a great success with thousands of people in attendance and every train was full to capacity. Rob attended the opening day representing the NZTA rail team and presented David with Kingston Flyer Ltd's rail licence prior to the first passenger train trip to Fairlight of the newest rail licence holder. To top it all, it was a glorious day in the sun too.

I am sure you will join us in welcoming David and his dedicated team to the rail industry and we wish them all the best for years to come.



Rob presenting David with Kingston Flyer Ltd's rail licence, opening day 29 October 2011.

Rail Riders Ltd

This exciting tourist venture commenced commercial operations on the Rotorua Branch between Mamaku and Tarukenga on the 12th November 2011. These innovative and automated "self drive" rail cruisers vehicles were designed and built from scratch and include high tech radio, control, and anti collision systems. Future plans include the introduction of Rail Bikes and the running of Rail Cruisers on other areas of the Rotorua Branch and elsewhere. For more details go to

<http://railcruising.com/>



Seminar update



Rob hard at work presenting during one of the Wellington seminars.

Thank you to everyone who attended one of our industry seminars recently during August and September. The Rail Systems team was very happy with the response we got to the seminars and the very good attendance rate. I am sure those who attended took away many positives, learning (or re-learning!) some key concepts under the Railways Act and having a clear understanding of the focus of the NZTA's Rail Systems team going forward.

The NZTA also took away some learnings about the industry, and a number of action points for ourselves to progress as a result. We will be in touch with you through various communication channels as we address these over the coming months.

By the time you are reading this Rob will have sent out a copy of the presentation slides, along with links to some useful information, to all licence holders and to all seminar attendees who provided their email address.

John Freeman has sought expressions of interest for anyone who wishes to attend a couple of extra seminar sessions to be held in Auckland and Wellington in the New Year. John and Rob are working with those of you who responded to confirm dates and locations for those seminars.

Train control emergency number

If you see an obstruction, level crossing issue or other emergency on the KiwiRail rail corridor you are able to contact the national train control centre to report this on **0800 808 400**.

Please note it is important this number is only used in the event of an emergency.

Icepak Logistics Limited Longburn

This site was issued with a Rail Licence in September. Icepak Logistics are involved with the storage of dry dairy products, dairy produce, frozen dairy products and chilled dairy products. They have been operating at Longburn for 1 year and employ 8 staff on site. The site is serviced by a KiwiRail shunt ex Palmerston North.



Guidelines update

At the rail industry seminars, hosted recently by the NZTA Rail Systems team, industry participants were offered the opportunity to provide feedback on what they like/don't like about our current "Rail safety licensing and safety assessment guidelines" and what they would like to see included with any rewrite of the guidelines.

Merv has scored the job as project leader for the guidelines update, and he says that while The Railways Act 2005 is substantially the same as it was six years ago and the content of the guidelines is still valid, they do need a rewrite to account for changes of business name at the NZTA (previously Land Transport NZ) and due to changes within

the rail industry. Instead of simply updating references in the current document it makes sense to have a thorough go at modernising the guidelines in light of technological advances in electronic web publishing.

All the feedback comments received have been collated into common themes which totalled 42 separate key points. In summary they were grouped into the three main areas of "electronic publishing", "layout" and "content".

The expectation is that the new guidelines will be easily accessible on the NZTA website, that they will be broken into separate topic areas that will be well indexed, searchable and able to be printed in part or in full. It is not intended that the NZTA would produce hard copy booklets for distribution as has been done in the past.

The style and presentation needs to be changed to make them a more reader friendly font size with less words per page and to include more diagrams, flow charts and check lists for quick reference.

There was a call for them to target the various industry sectors separately to focus on relevance to a particular sector for ease of use. For example to differentiate between how to obtain a licence versus the on-going requirements to maintain a licence, or what is required of National Rail System participants versus a small heritage operation using only its own track.

It is intended to put a lot of effort into this project early in 2012 and the NZTA will consult widely as drafts come together.

Rail Information System (RIS)

The Railways Act 2005 requires all accidents or incidents to be reported to the NZ Transport Agency.

The NZTA records this information in RIS where analysis can be performed. This data has been recently reviewed and cleansed to produce meaningful reports.

This analysis will be used to support safety improvements in rail organisations and also in the road sector of the NZTA. An example where this has already occurred and is on-going is the use of the Australian Level Crossing Assessment Model (ALCAM). This is an assessment tool used to identify key potential risks at level crossings and to assist in the prioritisation of railway level crossings according to their comparative risks.

Some examples of the data that can be extracted follows:

Number of level crossing incidents/accidents

	2009	2010	YTD 2011
Level crossing	39	43	26

Level crossing incidents/accidents can then be broken down into further categories

	2009	2010	YTD 2011
Illegal obstruction (debris, trees, etc)	3	1	2
Heavy vehicle	4	9	5
Light vehicle	30	30	17
Slip		1	
Structure	1		
Maintenance providers personnel/equipment/rail vehicle/road vehicle			1
Operators personnel/equipment/rail vehicle	1		
Person		2	1

Number of collisions or derailments

	2009	2010	YTD 2011
Collisions	292	274	228
Derailments	212	311	247

Collisions can then be broken down into further categories

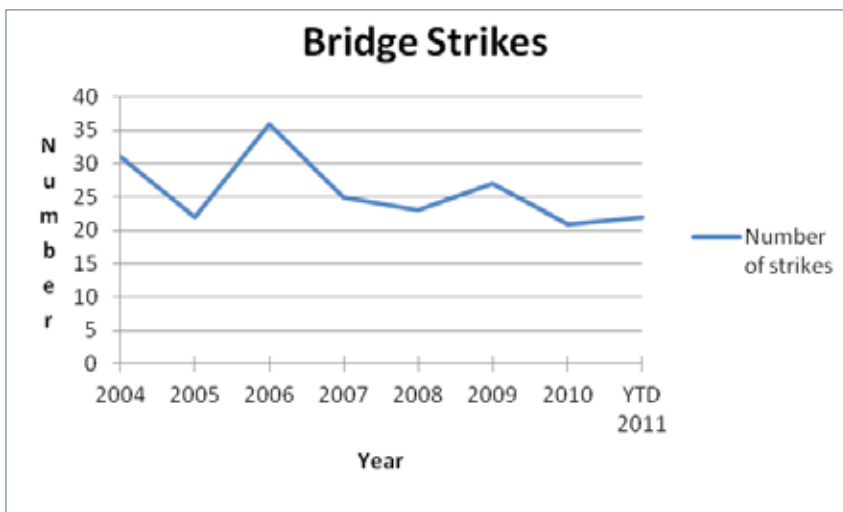
	2009	2010	YTD 2011
Stock	59	38	33
Illegal obstruction (debris, trees, etc)	77	53	66
Heavy vehicle	12	14	9
Light vehicle	44	40	22
Slip	13	19	15
Structure	27	35	35
Maintenance providers personnel/equipment/rail vehicle/road vehicle	6	15	8
Operators personnel/equipment/rail vehicle	46	44	29
Person	8	16	11

Bridge strikes

There are over 75 rail bridges in NZ. The graph to the right is based on the data provided to the NZTA by KiwiRail since 2004 on the number of strikes that have occurred.

The Rail Systems team has started preliminary discussions with other divisions within the NZTA. These discussions are to review & analyse the data, establish root causes and provide feedback to associated parties.

The Rail Systems Team is working with KiwiRail to raise the awareness of bridge strikes and provide assistance in communicating this message to road users.



Hatuma Lime Rail siding re-kindled and rail licence issued

The Hatuma Lime Company (HLC) have re-commenced loading out product by rail from their rail siding at Marakeke located between Waipukurau and Takapau on the PNGL. HLC has now been issued a rail licence after providing the NZTA a safety case and other safety documentation for approval. With the co-operation and help of Daniel Topp, the licence application process went very smoothly. On behalf the NZTA and the rail industry - welcome back.



Safety performance report

With the 30 November deadline now passed, I was delighted to see the Safety performance reports (SPRs) rolling in. Several are still outstanding and these will be followed up by your client manager

As we have been receiving your reports, I have been distributing them to a number of destinations. Firstly a copy goes directly to the Rail Operators NZTA client manager for their review and understanding. A second to the operator file, and the third copy to a file specifically established for data analysis.

At this early stage, it is too early to perform any sort of data analysis and we will not be able to do that until all reports have been received. However, we are in a position to review the safety initiatives for both the reporting period and initiatives proposed for the future. You will find an example in this news letter from the Driving Creek Railway SPR for the safety management of non English speaking visitors. This is just a simple demonstration of how we can share uncomplicated solutions.

It has also been interesting to hear the positive comments from the NZTA client managers as we learn more about the each rail operator.

Safety performance report learning

Here is an example of the positive things we can learn from sharing information through safety performance reporting.

Driving Creek Railway (DCR), in Coromandel, wrote in their report about how recognising the risks posed by deaf and non-English speaking passengers. In addition to the verbal briefing given by the driver before each trip, DCR also has prominently displayed near the train picture cards and written briefings in multiple languages to ensure all passengers are made aware of key safety information relating to the rail journey they are about to take.

DCR has agreed to let the NZTA include examples of a picture card and written briefing – this one is in German – in our newsletter to demonstrate the pro-active approach to looking after this group of their

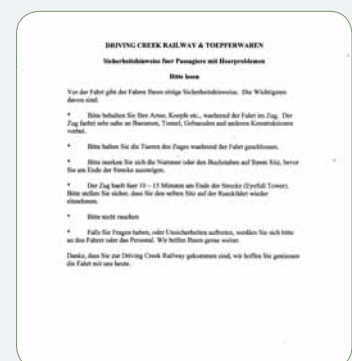
customers. Thank you to DCR for providing this information.

Our questions to all other operators who have passengers who may be deaf or have English as a second language, or not even speak English, is this: What are you doing to manage this risk? How are you ensuring the safety of those passengers? Is there any more you could be doing?

Now you are aware of this issue we trust you will take appropriate action in response.



One of DCR's safety pictures



The German safety briefing card

New NZTA incident report form

Following extensive consultation with industry we enclose a revised incident report form. This replaces all previous versions. KiwiRail/National Rail System (NRS) incidents should continue to be reported through the same process. All other incidents in the industrial/heritage/tourism licence holders should now be reported using the new form.

Rail accident and incident notification reporting instructions

Who to Notify:

Rail Systems team, NZTA

NZTA Rail Incident Notification number: **(04) 499 1858** (24 hours/7 days).

Serious harm incidents should also be reported to the **Department of Labour: 0800 20 90 20**

What to notify

Accident means an occurrence associated with the operation of a rail vehicle or the use of railway infrastructure or railway premises that causes:

- a. the death, or serious injury to, individuals; or
- b. significant damage to property

Incident means an occurrence, other than an accident, that is associated with the operation of a rail vehicle or the use of railway infrastructure or railway premises that placed or could have placed:

- a. a person at risk of death or serious injury; or
- b. property at risk of serious damage

These definitions are in accordance with the Railways Act 2005.

When to notify

Accidents and significant incidents are to be notified immediately emergency services are called (or a maximum of within 2 hours of occurrence) to the above NZTA phone number - then confirmed by completing and sending the form by 12 noon of the next working day.

Other incidents are to be notified by 12 noon of the next working day following the occurrence by completing and sending the form.

The form when completed is to be sent to the Rail Systems Team, NZTA:

Postal Address: Private Bag 6995
Wellington 6141

Email: railregulation@nzta.govt.nz

Fax No: (04) 894 5098

An electronic version of the form is available on the NZTA web site: <http://www.nzta.govt.nz/resources/rail-incident-accident-form/>

If you are unsure what to do after an accident or incident please phone emergency services as applicable; then contact the above number **(04) 499 1858**.

In some circumstances you may be required to wait for the arrival of accident inspectors before clearing the accident site.



Reference number: _____

Rail incident/accident report form

(For level crossing incidents, fill in the NZ Police form and fax it to the NZTA and the NZ Police)

Mail to: NZ Transport Agency, Rail Systems, Private Bag 6995, Wellington 6141

Fax to: 04 894 6132

Email to: railregulation@nzta.govt.nz

Organisation details

Licence holder: _____

Location: _____

Contact person: _____

Phone: _____

Email: _____

Operation type

- Passenger
- Shunting
- Industrial

Agencies informed

- Emergency services Date/time: _____
- NZTA Date/time: _____
- Dept. of Labour Date/time: _____

Incident details

Date: _____

Time: _____

Severity 1-4 (1 very serious, 4 very minor): _____

Location/meterage: _____

Direction of travel: Towards _____

Rail vehicle(s) involved: _____

Speed (km/h): _____

Weather (eg fine, overcast, drizzle): _____

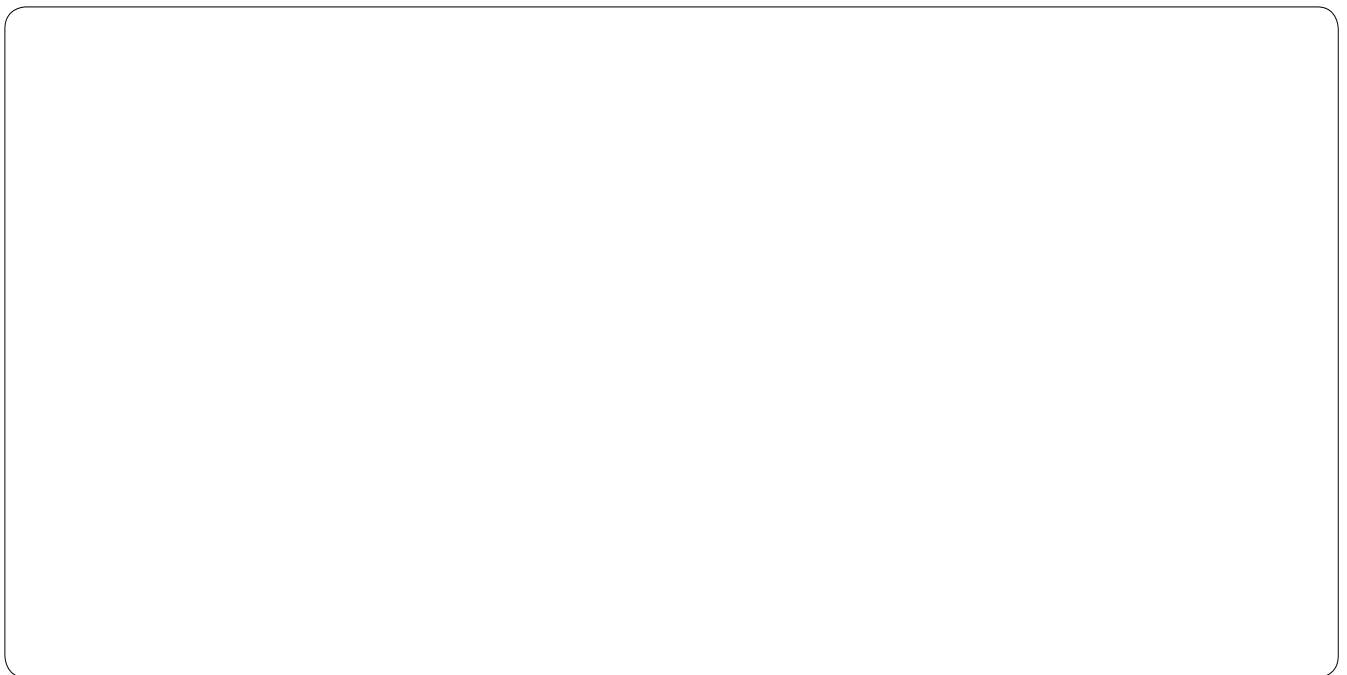
Light/visibility 1-4 (1 excellent, 4 poor): _____

Track (wet/dry): _____

Any injuries? No Yes (describe below)

Describe what happened

Sketch of scene of incident/accident (please also attach photos of scene)



Describe remedial actions taken or proposed to prevent recurrence

Form completed by (name): _____

Phone: _____ Email: _____

NZTA follow-up Date: _____ Time: _____

RAIL LEVEL CROSSING COMPLAINT FORM – NON NRS

Police Communications Centre Event No: (if known) _____



Organisation Submitting Report: _____

Contact for Police Feedback: Name: _____ Ph: _____

Date of Incident:							Locality:	Metrage:
Time of Incident:							Level Crossing at:	
Mon	Tue	Wed	Thu	Fri	Sat	Sun	(Rd/St)	

Light Weather	Bright Sun		Sun		Overcast		Twilight		Dark	
	Fine	Light Rain	Heavy rain	Strong wind	Mist / Fog	Frost	Snow			

Crossing Control	Barrier Arm	Lights and Bells	Stop Sign	Give Way	Uncontrolled	Private
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Locomotive Engineer

Last name		First Name				Second (or other) name	
Home address							
Home phone		Cell Phone			Other contact number		

Locomotive details

Locomotive Number:				Heading		N	E	S	W		
Weight:		Length:		Lights On		Yes	No	High	Low		
Horn Sounded		Yes	No	Long Blast	Short blast	Continuous					
Locomotive Speed			Km/h								
Proximity to vehicle	Less than	5m	10m	20m	30m	40m	50m	75m	100m	125m	150m

Offending Vehicle details:

Make	Model	Reg No	Colour
Type	Towing		
Distinguishing features			
Driver	Male	Female	Race
Further description			

What Happened: *Include as much detail as possible including direction of travel for vehicle, estimated speed, did it stop or slow etc. Include the name of the nearest town.*

Continue on separate sheet as required

Signed _____ Date _____

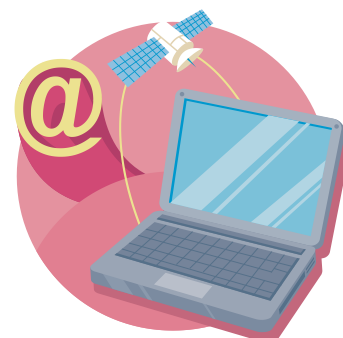
Manager: Fax this form to Inspector Mark Stables. Police National Headquarters. 04 498 7404.

Faxed: Date _____ Time _____

Correspondence to the NZTA

These days, all correspondence is filed in an electronic storage system here at the NZTA, so sending your letters, files or reports electronically saves us a bit of time.

Please send all of your electronic correspondence to your client manager and please 'cc' our Manager Rail Systems – john.freeman@nzta.govt.nz. However, if electronic mail is not available for your organisation 'snail mail' will still be answered!



Our contact details

For general enquiries or contact information about the NZTA please check our website www.nzta.govt.nz or email us at info@nzta.govt.nz

NZ Transport Agency
50 Victoria Street
Private Bag 6995
Wellington 6141

NZTA reception is located on level 2

The Rail Systems team is located on level 3
Phone: (04) 894 5400 (option 4 – National Office)
Fax: (04) 894 6132

Rail Safety Notification Hotline

(24 hours 7 days a week)
Phone (04) 499 1858

Rail enquiries: email us at railregulation@nzta.govt.nz

The Rail Systems team

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