

SH1B Telephone Rd Rail Xing Meeting

Meeting Notes

Meeting held via Microsoft Teams at 11:00 am 13 April 2022.

Attendees:

Waka Kotahi: Cara Lauder, Laura Rodriguez Garcia, Joanna Towler, Deon Saul.

West Waikato Network Outcomes Contract (WWNOC) Contractor Fulton Hogan: s 9(2)(a)

Titan Rail: s 9(2)(a)

Kiwirail: s 9(2)(a)

Apologies:

Kiwirail: s 9(2)(a)

Titan Rail: s 9(2)(a)

Welcome and Background

Joanna welcomed all to the meeting.

Joanna gave the background to the meeting, in summary:

SH1B was closed on Thursday 24 March 2022 for 5 hours due to damage to the railway line at the Telephone Road rail crossing.

On Thursday 31 March 2022 Cara Lauder and others from Waka Kotahi met with s 9(2)(a) and others from Kiwirail, regarding the above rail strike. Kiwirail again requested closure of the SH1B Telephone Road rail crossing. Cara declined this request, and an agreement was reached that the crossing remain open, but that a person, to be provided from Waka Kotahi / West Waikato NOC, was to stand at the rail crossing 24 hours a day seven days a week to press a button in the event of a rail strike. The system, developed by s 9(2)(a), would turn the intermediates red.

Waka Kotahi issued an instruction to WWNOC Contractor Fulton Hogan to set this up, but Fulton Hogan objected due to liability issues and the fact that Temporary Traffic Management (TTM) staff have no training on rail knowledge.

Maintenance Contract Manager Joanna Towler and Contract Manager s 9(2)(a) discussed with s 9(2)(a). Upon hearing that a strike, followed by derailment at speed, would likely cause death to the train driver, they decided to close the road. This was implemented on the late afternoon/evening of Friday 1 April 2022 and Kiwirail and Waka Kotahi advised.

Fulton Hogan worked on finding a suitably qualified sub-contractor to man the crossing and contacted Titan Rail.

Negotiations seem to have stalled, hence the need for this meeting.

Resources and Progress to date

s 9(2)(a) explained that they have been in conversations with Kiwirail. All are stretched for resources.

Fulton Hogan have started a conversation with owners of paddocks on SH1B North.

s 9(2)(a) continued to explain that rail protection, rail maintenance are their usual work. This job is left-field compared to their day-to-day work. They want confidence on the procedures before they supply the staff to implement. He has been to s 9(2)(a) with lots of questions.

This is a big issue. Who is ultimately responsible? Who is signing off the methodology?

Providing the resource is easy. BUT Titan Rail have really big shutdowns Easter – ANZAC therefore resourcing not available until the Tuesday after ANZAC.

Lone Worker issues

How do we man the crossing? We can't have lone workers, we must manage fatigue, etc, etc. Who's going to write up the plans and methodologies?

s 9(2)(a) explained that s 9(2)(a) has developed a device to turn the intermediates red.

Agree two-person job, 1 from Titan rail, one from FH/Waka Kotahi (who would look after TTM).

Kiwirail to prepare a semi-permanent bulletin process, should an incident occur.

Spoke to s 9(2)(a) this morning (who is in training this morning).

s 9(2)(a) We know it is very particular vehicles, low loaders with a low wheelbase.

s 9(2)(a) No where to base yourself on road reserve. Construct a platform in an adjacent paddock.

s 9(2)(a) Visual inspection of each crossing prior to each train. Reset button before another train can run.

s 9(2)(a) Safety of crossing the road

s 9(2)(a) Perhaps we could have a CCTV.

Therefore only when a "higher level visual inspection" was needed, only then would the RPO, with appropriate TTM, cross the road and inspect the track.

s 9(2)(a) When the original strike occurred on 24 March, it was only 40 minutes for two-man crew to attend and they were able to handle the short term traffic management (TM).

To cover the guy if he wants to have a look at the track.

CCTV gives you recording capability as well.

s 9(2)(a) has made contact with the owners of the two paddocks we could possibly occupy:

s 9(2)(a)

s 9(2)(a)

Both comfortable and willing to work with us. Concerns with one or two people? Congregation points for Boy Racers.

Another option is 100m back from the crossing, there is an old farm race complete with culvert crossing. Using this site would have little impact on paddock.

The two property owners were also concerned with how H&S stuff would work out for their own properties.

Length of time? Compensation for lack of use of paddock ...

Cara: how quick to get cabin and CCTV set up for ANZAC?

s 9(2)(a) Power will be tricky. It will be a stretch.

Cara reported back from Waka Kotahi Management team meeting yesterday. Once expressway is open, this road is supposed to be closed anyway.

Looking to accelerate closure of road. Politicians and Kiwirail management are being engaged.

s 9(2)(a) As second person is not TTM but rather a H&S Person.

s 9(2)(a) Yes, an assistant to the RPO. Easier for us to resource.

Cara: as it's so hard to get to a solution, are we doing the right thing? Perhaps closing it is the better thing to do.

RPO needed for cul-de-sac construction. You will have one on site for the next 3 months...

Action points

- s 9(2)(a) to work on TARP (Tribger action response points).
- Can we get an agreement from all parties that it is to close.
- Also what NOT to do – Road safety stuff as not Titan Rail's normal thing (Fulton Hogan to work on, please).
- Hold: Don't progress the actions regarding the platform and working on agreement with landowners until tomorrow afternoon, after Cara has heard back from the Politicians.
- Action: Cara to send Teams appointment for 4pm Thursday afternoon to update us.
- Fulton Hogan need a formal instruction for each of these things. (Joanna to arrange)

There was some discussion about commercial arrangements? s 9(2)(a)'s client is NZTA not Kiwirail this time. s 9(2)(a) the GM of Titan has been kept in the loop.

s 9(2)(a) is more to do with resourcing and ensuring rules and regs are obeyed.

s 9(2)(a) have an agreement about a mix of Kwirail and Titan Rail staff to resource.

s 9(2)(a) – building doesn't have to be there on day one

Cara – but agreement with owner needs to be in place.

Meeting ended at 11:40 am.