

# rail safety update

NEWS AND UPDATES FOR THE RAIL INDUSTRY AND SAFETY ASSESSORS



September 2013

## Auckland Metro Rail progressing well

Things are really happening in Auckland at the moment, and Merv, Rob and John of the Rail team have been closely involved over recent times processing and approving safety cases, safety case variations and issuing licences associated with the changes in Auckland.

Auckland Transport has been managing the projects for the procurement of the new electric multiple unit (EMU) trains from Construcciones Y Auxiliar De Ferrocarriles SA (CAF) of Spain and the construction of the new EMU maintenance depot at Wiri by Downer.

Merv and John attended the grand opening of the new depot at Wiri on 5 July which was highlighted with a moving speech by Len Brown on his commitment to further modernisation of Auckland metro rail including the city rail loop which is now supported by central government.

Type acceptance for the EMU was signed off on 4 July after Merv and Rob had carried out an assessment at the CAF factory in Beasain, Spain in June. On practical completion of the depot CAF takes over responsibility for the new depot building and all its equipment including the battery powered shunter, lifting jacks and wheel lathe.

Transdev (formerly known as Veolia) are also playing a major part in managing the changes in Auckland. As operator of the current diesel trains and the new EMU fleet Transdev takes over responsibility for the depot yard and will manage all movements in the yard from a depot control centre (DCC). A first in New Zealand has seen the depot yard fitted with a locally operated points system with powered switches and indicators at the turnouts all controlled from the DCC.

Gone will be the need for staff to change points on the ground out of the trains as the trains are moved in and out of the yard creating a safer working area. Transdev has moved its driver training facility to Wiri to take full advantage of the full scale simulator system with two cabs and an instructor's control desk supplied by Lander, a subsidiary of CAF. John and Merv had the privilege of trying out the simulator on their visit of 21 July.

KiwiRail have completed the full double tracking and re-signalling of the metro network with the last major changeover being the reconfiguration at Papakura in June. The new signalling has incorporated the equipment to adopt European Train Control System (ETCS) level 1 automatic train protection (ATP). The new trains have the on-board equipment for the ETCS to function bringing a new level of safety to trains in New Zealand.

The system will ensure trains are stopped within the space of the safe overlap at signals - though will not prevent a signal passed at danger (SPAD) as such. Completion of the electrification is now a key focus of KiwiRail with power due to be available at the depot on 20 September and across the network by end of April 2014.

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*The new EMU maintenance facility*



*Papakura is all set to go*



*Manager Rail Systems John Freeman attempts driver training on the simulator*

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With the ground equipment installed for ETCS, Transdev has been able to take advantage of that and got approved a project to install Electronic Train Protection (ETP) to the existing diesel fleet which KiwiRail is carrying out under contract with completion by November. ETP is basically a train stop system working electronically to activate the air brakes much as the mechanical train stops work in Wellington activating the brakes. Like ATP at ETCS level 1, ETP does not prevent SPADs, but it certainly reduces the risk of collisions between trains particularly nose-to-tail type collisions. The Rail Systems team has been fully supportive of this even though the fleet has a finite life as the EMUs are introduced. An improvement in safety is always desirable.

There was great excitement on Saturday 24 August when the first three car EMU set arrived at Auckland Port on the ship from Spain. After unloading and preparation the three cars were moved on three trailers by road haulage to the depot on the early hours of Monday morning 26 August. Good effort by all involved saw that movement process go smoothly and safely. A new era is starting with electric trains in Auckland.

## Internal audit

Internal audit is one of our leading non-conformities/recommendations in the rail safety assessment process. So here is a bit of insight into the internal audit process. We hope this helps.

### Definition

Internal auditing is a tool that allows an independent, objective reassurance and checking activity designed to add value and improve your organisation's rail operations. It helps an organisation realise its objectives by bringing a regular, efficient approach to evaluate and improve the effectiveness of risk management and control processes (ie safety documentation).

### Requirements

- Your organisation should conduct internal audits at planned intervals, annually, at least 6 months out from the external assessment to determine whether the safety case documentation:
  - a) conforms to the planned arrangements. What you are doing out there is actually reflected in your safety documentation
  - b) it is effectively implemented and maintained.
- Remember to plan your audit, taking into consideration the status and importance of the processes, functions and areas to be audited.
- You should define the audit criteria, scope, frequency and methods.
- Auditors need to ensure objectivity and impartiality of the audit process.
- Auditors shall not audit their own work.
- The responsibilities and requirements for planning and conducting audits and for reporting results and maintaining records should be defined in your safety documentation.
- If a non compliance or recommendation is detected there is a need to follow up and close out on those findings and these activities should be documented and recorded.
- Remember when you carry out internal audits you are always looking at ways of improvement in safety, process and procedures as well as effective compliance (continuous improvement).
- Finally, the internal audit tool can also be used to report the good and positive aspects that have been observed.

If you need any further clarification concerning internal audit do not hesitate to contact the Rail Systems team, our contact details are located at the end of this newsletter.

# Industry seminars

Back in early August the NZTA sent out invitations to all rail licence holders and safety assessors, inviting them to attend a series of rail safety seminars in 2013. These sessions will be held from early September through to mid-November at venues across the country. By the time you are reading this edition of the newsletter the first few sessions will already have taken place.

The invites and the schedule of seminars were sent to the primary contact person on our records for each licence holder. A follow up email has also been sent out to them. If you are that person, or you know who that person is and wish to attend a seminar, please communicate within your organisation and determine your attendance—if you have not already done so.

Thank you to those of you who have already RSVP'ed and to those of you who have already met with us at these sessions.

We are taking this opportunity to meet with all groups to have a full and open discussion on a wide range of important issues that impact upon both industry participants and the NZTA as the safety regulator.

Each seminar is scheduled for half a day, as we appreciate that everyone is busy, and that some people have to take leave from other responsibilities to attend a seminar with us. The seminars will definitely have an interactive component so you are encouraged to come along prepared to get involved in the discussion.

For those of you still needing to advise us of your intentions please RSVP your attendance to Rob Gould, preferably by emailing [rob.gould@nzta.govt.nz](mailto:rob.gould@nzta.govt.nz) or by phone on (04) 894 5002. A schedule of the seminars follows. There are a few meeting venues still to be confirmed and we will advise the attendees nearer the time as we finalise the meeting points.

We look forward to seeing you soon.

Date	Town/City	Venue (tentative)	Session time
Tuesday 3 September	Wellington	<b>NZTA office</b> Room 5.07 50 Victoria Street Wellington <i>Sign in on level 2</i>	9:00am-12:30pm
Wednesday 4 September	Christchurch	<b>NZTA office</b> Arthur's Pass Board Room Airport Business Park, Unit C 92 Russley Road Christchurch	1:00pm-4:30pm
Thursday 5 September	Christchurch	<b>NZTA office</b> Arthur's Pass Board Room Airport Business Park, Unit C 92 Russley Road Christchurch	9:00am-12:30pm
Friday 6 September	Greymouth	<b>Kingsgate Hotel</b> 32 Mawhera Quay Greymouth	9:00am-12:30pm
Wednesday 25 September	Auckland	<b>NZTA office</b> 11.23 Kowhai Room Level 11, HSBC House 1 Queen Street Auckland <i>Sign in on level 11</i>	1:00pm-4:30pm
Thursday 26 September	Auckland	<b>NZTA office</b> 11.18 Kauri Room Level 11, HSBC House 1 Queen Street Auckland <i>Sign in on level 11</i>	9:00am-12:30pm
Friday 27 September	Whangarei	<b>NZTA office</b> Level 2, ANZ Building 16 Rathbone Street Whangarei	9:00am-12:30pm

Date	Town/City	Venue (tentative)	Session time
Wednesday 16 October	Wellington	<b>NZTA office</b> Room 3.11 50 Victoria Street Wellington <i>Sign in on level 2</i>	9:00am-12:30pm
Thursday 17 October	Palmerston North	<b>NZTA office</b> 3.30 Board Room Level 3, 43 Ashley Street Palmerston North	9:00am-12:30pm
Friday 18 October	Napier	<b>NZTA office</b> 2.02 Studebaker Room Level 2, Dunvegan House 215 Hastings Street Napier	9:00am-12:30pm
Saturday 19 October	Gisborne	TBA	9:00am-12:30pm
Wednesday 30 October	New Plymouth	TBA	1:00pm-4:30pm
Thursday 31 October	Hamilton	<b>NZTA office</b> 1.30 Tairua Room Level 1, Deloitte Building 24 Bridge Street Hamilton	9:00am-12:30pm
Friday 1 November	Tauranga	<b>NZTA office</b> 7.04 Motiti Room 32 Harington Street Tauranga <i>Sign in on level 3</i>	9:00am-12:30pm
Wednesday 6 November	Timaru	TBA	1:00pm-4:30pm
Thursday 7 November	Dunedin	<b>NZTA office</b> 2.07 Awarua Room Level 2, AA Centre 450 Moray Place Dunedin	9:00am-12:30pm
Friday 8 November	Invercargill	TBA	9:00am-12:30pm
Thursday 14 November	Blenheim	<b>NZTA office</b> D'Urville Room Level 1, The Forum Unit 2.4, Market Street Blenheim	1:00pm-4:30pm
Friday 15 November	Nelson	TBA	9:00am-12:30pm

## Nuts and bolts – watch those threads!

There have been instances reported where incompatible threaded components have been fitted together and have later failed in service.

Just a reminder to carefully check threaded components are matched correctly during reassembly – particularly when replacement parts are being fitted. If incompatible threaded components are fitted together this can lead to these failures.

## Safety performance reports

Thanks to those organisations that have submitted SPRs to the NZTA. A reminder that these are due in by **27 September 2013**.

These reports should be submitted to your client manager and copied to John Freeman, Manager Rail Systems. Electronic submission is encouraged.

# Welcome to Steve Lowes, Senior Rail Systems Advisor



Originally from England, Steve has lived in New Zealand since 1994. An engineer by trade, he comes from a management systems background having carried out audit work for a number of certification bodies in both New Zealand and the UK. Steve was approved as a LTSA Rail Safety auditor in 1995. For the last 13 years Steve worked for the joint Australian/New Zealand Accreditation Body, which oversees certification body activities. He took up his role in the Rail Systems team at the end of July 2013.

In his spare time he follows his daughter's netball team and this year coached his son's 8th Grade football team. As a keen supporter of Newcastle United and all teams Wellington related, Steve is all too familiar with the need for continuous improvement.

Steve's main focus will be the analysis of related data and trends, both externally and internally within the Rail Systems team. He will also be documenting, improving and implementing the standard operating procedures for the Rail Systems team, managing a small client portfolio and getting involved in license holder assessment activity.

## 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 (except incident reports) to your client manager and please 'cc' our Manager Rail Systems - [john.freeman@nzta.govt.nz](mailto:john.freeman@nzta.govt.nz). However, if electronic mail is not available for your organisation 'snail mail' will still be answered! For rail incident reports email us at [railregulation@nzta.govt.nz](mailto:railregulation@nzta.govt.nz)



## Our contact details

For general enquiries or contact information about the NZTA please check our website [www.nzta.govt.nz](http://www.nzta.govt.nz) or email us at [info@nzta.govt.nz](mailto: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)

### Rail Safety Notification Hotline

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

Rail incident reports: email us at [railregulation@nzta.govt.nz](mailto:railregulation@nzta.govt.nz)

### The Rail Systems team

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NZ TRANSPORT AGENCY  
WAKA KOTAHI