



RAIL SAFE

THE NEW ZEALAND RAIL REGULATOR'S NEWSLETTER

March 2015

A message from the National Manager Rail Safety

There has been a lot of discussion lately about the role of a regulator. Regulators have an important role to play in any system. In fact the manner in which a regulator conducts itself and the interventions it chooses are vital elements of safety performance overall.

For the past 18 months the Rail Safety Team has been making changes to the way we carry out our role in response to New Zealand's changing regulatory environment.

Recent regulatory failures, including the Pike River mining tragedy and the leaky homes crisis, have provided critical lessons and been a catalyst for change. They have led us to reconsider our approach to our work to ensure our contribution to safety is having the desired effect by causing operators to prioritise safety, demonstrate competent safety practices and provide a service that protects the public and rail workers.

What you will see from us are clear expectations, a focus on the high-risk areas and an understanding that the operator is accountable for its safety performance and must operate pro-actively to manage it.

You can also expect us to be relentless when it comes to ensuring that important issues in rail safety are dealt with, and, through our combined effort, New Zealand's rail system will deliver increasing levels of safety performance.

On page 5 we introduce you to the Transport Agency's Rail Safety Team. I feel privileged to be part of a team that has such an important role in making rail transport safe.

We've been building on our capability and have added a range of skill sets to the team to ensure we have the right balance of both technical and regulatory abilities.

To support the work the team is doing, we're continuing to build partnerships with like-minded agencies in New Zealand and Australia - tapping into joint training opportunities and accessing support to conduct assessments.

Sharing resources and comparing processes and strategies is invaluable to us as we continue on a path of adaptation and change.

On a final note, thanks to those of you who have taken the time to give us feedback; the clear indication to us from the industry and interested parties is that this change is welcome.

Debbie Despard

SAFETY FOCUS CATEGORY 1 RAIL TUNNELS

In mid-2014 the NZ Transport Agency declined a Safety Case variation for a steam train operator who wished to run an excursion that was to pass through a Category 1 tunnel.

This marked a change in approach for the Rail Safety Team. The variation was declined because a new understanding of the hazards in long tunnel operations revealed the safety measures weren't sufficient for a passenger operation. However with industry effort and co-operation, the enhanced safety requirements were put in place and the excursion was eventually cleared to go ahead.

Interim arrangements that raise safety standards for heritage/charter or excursion train operations passing through New Zealand's Category 1 tunnels have now been agreed upon by the Transport Agency and industry. The interim arrangements will remain in place until permanent safety measures are developed.

National Manager Rail Safety Debbie Despard acknowledged the efforts of operators and the industry to date.

"Safety expectations of this nature represent the Transport Agency's focus on high risk areas. I'm confident that a robust process has led to the development of the safety improvement program for tunnels and that operators and the industry are committed to making the necessary changes to protect passengers in tunnels and ultimately prevent a tunnel tragedy in the future."

KiwiRail and members of the Federation of Rail Organisations of New Zealand (FRONZ) are currently completing an in-depth evaluation of the risks present in long tunnel operations and the measures the industry will take to mitigate them.

Safety Case variations formalising the interim arrangements have recently been approved by the Transport Agency for Taieri Gorge Railway (Dunedin Railways), Steam Incorporated and KiwiRail.

Operators are reminded that no applications for heritage/charter or excursion train operations intending to pass through a Category 1 tunnel will be considered without an approved Safety Case variation and a 'Long Tunnel Risk Considerations' assessment provided to KiwiRail. Operators were informed of this and the details of the new conditions in December.

If your organisation is planning an excursion that intends to pass through a Category 1 tunnel, do not jeopardise it by leaving these new requirements to the last minute. The process to develop and consider the Safety Case variation can take more than a month and, once that is approved, KiwiRail will need sufficient time to review the 'Long Tunnel Risk Considerations' assessment.

In this issue:

- New Christchurch Tramway extension
- Safety alerts
- Have your say on Clear heads
- SPAD research commissioned
- Meet the team

CHRISTCHURCH TRAMWAY EXTENSION APPROVED

A new extension to the iconic Christchurch tramway was given the green light by the NZ Transport Agency’s Rail Safety Team last month.

The extension, which increased the track length from 2.4km to 4km, was officially opened on 12 February by Prime Minister John Key.

The Rail Safety Team worked closely with track owner’s Christchurch City Council and operator Christchurch Tramway Ltd after the February 2011 earthquake brought the popular tourist operation to a standstill. Many buildings that lined the route, a bridge and the original track loop were damaged on Armagh Street. Principal Rail Safety Advisor Merv Harvey says the first major milestone was reached in November 2013 when a shortened route was approved to run back and forth through Cathedral Square between New Regent Street and the Rolleston Avenue end of Worcester Street. This was followed by the re-opening of the original full loop in November 2014.

The new extension, known as the Stage 1A loop or Cashel Mall Extension, had been in the pipeline since 2007 and the track was near completion when the February 2011 earthquake struck.

“While the earthquake did little damage to the new tracks, the route ran through the city’s Red Zone leaving it out of bounds for a significant period of time,” says Merv.

In the last few months contractors finished the track construction which included connecting it to the original loop and installing the overhead wire.

“The decision was made to run the extension only as far as the High Street/Manchester Street intersection as the loop beyond that had been built down the bar and café area of Poplar Lane which is now basically deserted due to building collapse and damage,” says Merv.

A cross-over was put in so that trams can reverse direction and proceed back down High Street

towards the Square after approaching via Oxford Terrace, Cashel Mall and High Street.

Merv and Christchurch-based Transport Agency Rail Safety assessor Tony Francis worked together throughout the process to ensure the extension was compliant and ready to commence operations.

“We needed to be satisfied they could run a safe passenger operation in an area of the city which is still under-going extensive post-earthquake work,” says Merv.



SAFETY ALERT

Think safe when shunting

A recent incident at an industrial site is a timely reminder that no other operations should be conducted while shunting is underway. In this incident, a rake of wagons was being separated with the intent of leaving two behind. Simultaneously, a forklift and crew were loading a container on one of the two parked and braked wagons. The shunter signalled the driver to pull away but the coupler did not disengage and the parked wagons were dragged one to two metres before coming to a stop. The forklift was hit by the container causing it to swing around.

The Licence Manager has discussed the incident with the operator and systems have been established to ensure all personnel and forklifts are kept clear of rail wagons while shunting is occurring.

Watch those windows

The Rail Safety Team has been notified of two similar incidents in which the windows in Heritage passenger rolling stock have dropped down onto the fingers or arms of passengers. No serious injuries were received and in both instances the operators acted quickly to fix the problem. Please ensure windows are regularly inspected and repaired as required.

CLEAR HEADS - HAVE YOUR SAY

Rail stakeholders are being encouraged to give feedback on the Ministry of Transport discussion paper, *Clear heads: options to reduce the risks of alcohol and drug related impairment in aviation, maritime and rail*.

Associate Transport Minister Craig Foss released the paper earlier this month in response to the Transport Accident Investigation Commission's recommendations for regulatory changes to strengthen the management of impairment from alcohol and drugs in the rail, aviation and maritime sectors.

The recommendations were outlined in the Commission's report into the hot-air balloon crash near Carterton in 2012.

The discussion paper outlines a number of high-level options that could address the Commission's recommendations. Covering both the commercial and recreational sectors, the Ministry is now consulting on the options which range from staying with the status quo through to the Police being able to test for alcohol impairment for enforcement purposes.

The majority of options look at addressing the issue of impairment through the Health and Safety legislation and the introduction of formalised drug and alcohol management plans for commercial organisations. Some options would require organisations to include alcohol and drug testing as part of their drug and alcohol management plans. This could include post-occurrence testing or 'good cause' testing.

The Ministry has stated that at this stage it does not have a preferred option.

The discussion paper acknowledges that many operators, especially larger ones, may already meet the proposed requirements to manage alcohol- and drug-related impairment risks. The paper uses the example of the National Rail System Standards (NRSS) and its overarching requirements that to access New Zealand's rail network, an organisation has to have a Safety Case that includes a drug and alcohol policy.

The Ministry says that developing policy that spans the three modes is a complex process and is seeking input from a range of commercial and recreational industry organisations and associations, including unions, from around the country.

The Ministry is encouraging all interested rail stakeholders to participate in this process. The feedback will help the Ministry develop a final set of options for the Associate Minister of Transport to consider. The Minister will then decide which of the options to develop further, and if further consultation is required.

Make a submission

- Access the discussion paper at: www.transport.govt.nz/ourwork/clear-heads
- Make an ONLINE submission at: www.transport.govt.nz/ourwork/clear-heads
- Make a WRITTEN submission by sending it to: clear.heads@transport.govt.nz

OR

Clear heads Consultation
Ministry of Transport
PO Box 3175
Wellington 6140

*Submissions due by
5pm 24 April 2015.*

PROJECT UPDATE

HUMAN FACTOR SPAD RESEARCH UNDERWAY

A research project is underway that examines the human factors that could cause a signal to be passed at danger by a train.

Funded by the National Land Transport Fund, the research project is part of the NZ Transport Agency Research Programme.

The project began last November and is overseen by a steering group of representatives from the Federation of Rail Organisations of New Zealand, KiwiRail, Transdev, the Ministry of Transport and the Transport Agency.

Global rail consultant Interfleet is conducting the project with Alison Moors, a UK-based expert in human factor effects in transport, engineering and manufacturing, leading the research.

The rail industry has recognised that a signal passed at danger (SPAD) is a precursor for a potentially catastrophic event – a train versus train collision.

“The aim is to use this project to look at global research on the issue and use those findings to build on projects currently being undertaken by New Zealand’s rail industry. It’s about going beyond what’s been done and addressing the gaps,” says Principal Rail Safety Advisor Chris Ballantyne.

Phase one of the project was completed in January. It involved a comprehensive review of international research into best practice solutions for mitigating human factor causes of SPAD. The research also looked into learnings that could be taken from similar concerns in such diverse sectors as aviation, healthcare and oil and gas.

The results indicate a wide range of factors contribute to driver error-related SPAD and a broad spectrum of reduction strategies is required to provide and maintain layers of protection.

The project team is now determining the approach for the next phase. This will see Alison Moors and her team talk directly with New Zealand rail industry management and staff to review how the New Zealand rail industry addresses SPAD, compare it to international practices and determine other potential strategies.

“It’s a huge benefit to both the regulator and the rail industry to have someone look at reducing SPAD from a fresh and broad perspective and potentially challenge what is happening here operationally. The progress of the project to date is also a compliment to how well the New Zealand rail industry works together and how open and helpful all the players have been to ensure this project can happen,” says Chris.

The third phase of the research project is to develop a plan to implement the findings, which will be delivered later this year.

We’ll bring you updates on this project next issue...

What is the Transport Agency Research Programme?

Each year the NZ Transport Agency supports and manages research that contributes to an efficient, effective and safe land transport system. This research is funded by the National Land Transport Fund.

Through the research programme, the Transport Agency invests in innovative and relevant research which plays a critical role at the forefront of land transport thinking and thereby contributes to achieving the government’s goals for transport. The results of Transport Agency research must be readily applicable to interventions that can be cost effectively applied in New Zealand in the short-to-medium term for longer-term impacts.

The purpose of the research is to acquire new knowledge that can be applied by transport decision makers to deliver more effective, efficient and economic transport solutions.

We've changed the name...

Your **Client Manager** has not changed ... just their title. They are now called **Licence Managers**. The new title better reflects the way we work with you.

MEET THE RAIL SAFETY TEAM



CELIA PATRICK, Director Rail Safety

Celia joined the Transport Agency in October 2011 and is the Group Manager of Access and Use. The Rail Safety Team sits within this group. Celia holds the designation of Director Rail Safety and takes an active leadership role for strategic and safety related activities for rail in New Zealand. Celia has more than 20 years' experience working in the financial services sector. Prior to joining the Transport Agency, she worked for Housing New Zealand as Director of Operations for Auckland. Celia has a Graduate Diploma in Business and an MBA.



DEBBIE DESPARD, National Manager Rail Safety

Debbie began acting in the role of National Manager Rail Safety in July 2014 and was appointed to the permanent position in October. An experienced senior leader, Debbie joined the Transport Agency from the Department of Internal Affairs where she held several regulatory leadership roles including Director of Gambling. Debbie is focussed on managing team changes, enhancing the Transport Agency's role as rail regulator and building strong relationships with stakeholder and licence holders.



DAVE ROBSON, Manager Rail Safety Regulation

Dave has recently been appointed to the role of Manager Rail Safety Regulation. He has worked for the Transport Agency since 2006 and moves to his new role from the position of Manager Business Planning in the Access and Use group. Dave, a former Detective, will work to grow the team's regulatory capability. Dave has a Graduate Diploma in Business Management.



MERV HARVEY, Principal Rail Safety Advisor

Merv has a master's degree in Civil Engineering and worked for NZ Railways for 25 years. This included a period as General Manager of all rail infrastructure. Merv has worked as a regulator for 12 years and was initially recruited to assist the team with the implementation of the Railways Act 2005. Merv has a continued focus on Auckland, particularly the metro services. He's also the Licence Manager of a number of Tourist and Heritage rail licence holders.



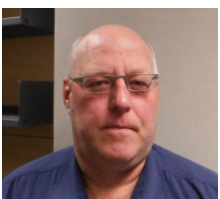
CHRIS BALLANTYNE, Principal Rail Safety Advisor

Chris has a degree in Chemical and Process Engineering who started his role with the Transport Agency in August 2014. He came to the team from the Environmental Protection Authority and has a strong background in regulatory operations and systems development. Prior to Government he worked for Fonterra as a Production Engineer. Chris has a focus on long-term safety projects, continuous improvement around our regulatory systems and connecting the team's work with the wider Transport Agency.



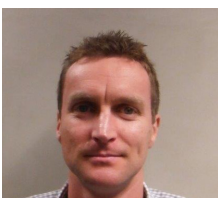
GRAEME HUDSON, Senior Rail Safety Advisor

Graeme has worked within the rail industry for 40 years. He began his career as a Locomotive Engineer and later went on to manage training and compliance infrastructure nationally for Tranz Rail. Graeme began his role as a regulator in 2002. He is a subject matter expert for level crossings and unauthorised access and co-ordinates the New Zealand Level Crossing Working Group. Graeme is the Licence Manager for 35 rail licence holders.



ADRIAN DOUGLAS, Senior Rail Safety Advisor

Adrian worked in the rail industry for 25 years before becoming a regulator in 2008. This included 14 years as a Locomotive Maintainer in Dunedin and Wellington and 11 years in operation positions including Network (Tonnage) Control, Train Control and as a Network Control Manager. He is a subject matter expert on SPAD, tunnels and all Transport Accident Investigation Commission matters. Adrian is the Licence Manager for 30 rail licence holders.



ROB GOULD, Senior Rail Safety Advisor

Rob has a background in policy, safety/quality/security management systems and auditing. He began working as a rail regulator in 2008 and after a stint working for the Civil Aviation Authority, returned to the Rail Safety Team. Rob is the Licence Manager for KiwiRail, Taieri Gorge Railways (Dunedin Railways) and several smaller operators. He is the FRONZ liaison and represents the Transport Agency on the Ministry of Transport-led working group exploring the need for a regime to manage alcohol and drug-related impairment in rail, aviation and maritime.



STEVE LOWES, Senior Rail Safety Advisor

Steve, a qualified Production Engineer, joined the team in 2013. He comes from a management systems background and has carried out audit work for New Zealand and UK based certification and accreditation bodies. Steve's responsibilities include the analysis of data and trends. He also works to improve existing standard operating procedures and implement new procedures for the team. Steve is the Licence Manager for Industrial and Tourist and Heritage rail licence holders.



ERIN MOYLE, Senior Rail Safety Officer

Erin joined the team in January having come from the Department of Internal Affairs where she worked in a regulatory role as a Senior Gambling Inspector. Prior to this she was a police officer for 10 years including six years as a Detective. Erin has oversight of investigations. She also has the responsibility of working with the Transport Accident and Investigation Commission (TAIC) and industry to ensure TAIC recommendations are satisfied. A qualified journalist, she oversees the team's communications.



CATRIONA YOUNG, Personal Assistant and Team Support

Catriona joined the team recently as Debbie Despard's personal assistant. Catriona's rail industry career began in her native home of Ireland where she worked for Irish Rail - this included a year with the Dublin Area Rapid Transport System. Upon moving to New Zealand, Catriona spent four-and-a-half years with KiwiRail in a range of roles including incident analysis for the safety team, programme administration and project management.



For general enquiries or contact information about the Transport Agency 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

Reception is located on level 2
The Rail Safety 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

The Rail Safety team

Debbie Despard 04 894 5044	National Manager Rail Safety 021 682 728	debbie.despard@nzta.govt.nz
Dave Robson 04 894 5006	Manager Rail Safety Regulation 021 718 837	dave.robson@nzta.govt.nz
Merv Harvey 04 894 5003	Principal Rail Safety Advisor 021 246 6211	merv.harvey@nzta.govt.nz
Chris Ballantyne 04 910 2556	Principal Rail Safety Advisor 027 499 8016	chris.ballantyne@nzta.govt.nz
Adrian Douglas 04 894 5015	Senior Rail Safety Advisor 021 683 467	adrian.douglas@nzta.govt.nz
Rob Gould 04 894 5002	Senior Rail Safety Advisor 021 833 318	rob.gould@nzta.govt.nz
Graeme Hudson 04 894 5008	Senior Rail Safety Advisor 021 248 8464	graeme.hudson@nzta.govt.nz
Steve Lowes 04 894 5048	Senior Rail Safety Advisor 021 242 9762	steve.lowes@nzta.govt.nz
Erin Moyle 04 901 6799	Senior Rail Safety Officer 027 801 0373	erin.moyle@nzta.govt.nz