

EXECUTIVE SUMMARY

The Special Commission of Inquiry (SCOI) into the Waterfall Rail Accident released its Final Report on 17 January 2005. In accordance with the Commission's recommendations, the NSW Government agreed that the Independent Transport Safety and Reliability Regulator (ITSRR) should report quarterly on implementation progress. This is the seventh Quarterly Report. It outlines progress made between 1 July 2006 and 30 September 2006.

Implementation Summary

Further progress was made during the quarter with 13 recommendations nominated for closure by agencies and a further 12 verified and closed by ITSRR:

- ITSRR validated and closed out 12 (7%) recommendations (10 RailCorp, 1 RailCorp and NSW Emergency Services and 1 ITSRR) in the following areas:
 - Development of an integrated safety management system for RailCorp;
 - Completion of a task analysis and training needs analysis for RailCorp employees;
 - Development and implementation of an Emergency Response Plan for the management of rail incidents;
 - Provision of access keys and maps identifying all access gates to Railcorp's tracks to emergency services; and
 - Implementation of new mandatory Safety Management Systems Guidelines requiring accredited operators to implement and maintain a compliant SMS.

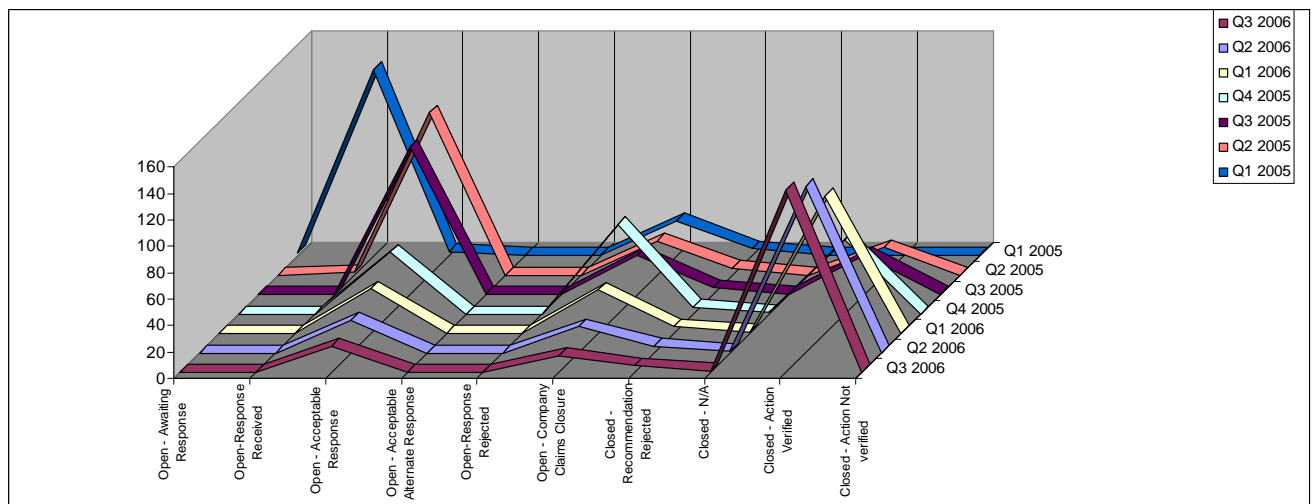
At the end of the reporting period, the cumulative implementation progress to date for all 177 recommendations (including 127 recommendations and 50 sub-elements) was as follows:

- 144 (81%) recommendations verified and closed¹;
- A further 13 recommendations (7%) were claimed for closure by agencies and are currently being verified by ITSRR;
- 2 (1%) more recommendations are due for completion by the end of 2006 calendar year;
- 1 (1%) recommendation (the introduction of national communications technical standards) will be implemented by 2010; and
- 17 (10%) recommendations referred to the National Transport Commission (NTC) have revised implementation timeframes based on advice from the NTC.

This brings the total number of recommendations currently closed or claimed by agencies to be closed (and being verified by ITSRR) to 157 or 89% of all recommendations.

The current status of all of the safety actions, compared to their status in the previous quarters, is summarised below:

GRAPH 1: PROGRESSIVE STATUS ALL RECOMMENDATIONS BY QUARTER



As time progresses, it is expected that the peak will shift along the x-axis until all recommendations are closed.

¹ including 5 that were rejected by the NSW Government and 1 which is no longer applicable

Quarterly Progress

Recommendations Verified and Closed

In the reporting period, ITSRR verified and closed 12 recommendations and sub-elements. Ten of these were the responsibility of RailCorp. They included:

- Submission of a detailed program to enable the location of all trains 95% of the RailCorp network to be detected by the end of 2009 (Recommendation 4);
- Development of an Emergency Response Plan (Incident Management Framework) for the management of rail accidents and a co-ordinated response by both RailCorp and emergency services (Recommendations 10 & 18);
- Completion of a task analysis and training needs analysis for RailCorp employees (Recommendation 69);
- Implementation of an integrated Safety Management System (SMS), including systems for risk assessment and clearly defined safety responsibilities and accountabilities for managerial positions and specific performance criteria (Recommendation 105); and
- Establishment of an integrated SMS encompassing safety accountabilities and responsibilities for each managerial position, senior management and criteria for recruitment and promotion of management staff. Additionally key performance indicators for safety performance of management staff (Recommendation 122 (a), (b), (e), (f) part (viii)).

One recommendation closed out was the responsibility of ITSRR:

- Implementation of new mandatory Safety Management Systems Guidelines requiring accredited operators to implement and maintain a compliant SMS (Recommendation 121).

The other recommendation closed out during the quarter was the responsibility of RailCorp and NSW Emergency Services:

- Agreement between the NSW State Emergency Management Committee (SEMC) and RailCorp to ensure access maps are available to all staff at RailCorp stations showing road and gate access as well as boundary gate keys being held by all train crew and at RailCorp stations (Recommendation 9).

Recommendations Claimed for Closure (and being verified)

During the reporting period, a further 4 recommendations were claimed for closure by RailCorp. These included:

- Detailed analysis of options for improved Automatic Train Protection (ATP) systems for the NSW network (Recommendation 32);
- Identification of an appropriate supervisory position within RailCorp to certify that train defects have been rectified and that procedures to support such processes have been implemented (Recommendation 50);
- Creation of an appropriate position within RailCorp which has the responsibility for ensuring each train driver's training needs are being met and any safety concerns of drivers are being properly addressed (Recommendation 71); and
- Development of recertification plans by RailCorp to ensure the safety competency levels of Managers are of an adequate standard (Recommendation 107).

Slippage

During the reporting period all scheduled timeframes were met.