

## 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 eleventh Quarterly Report. It outlines progress made between 1 July and 30 September 2007.

### Implementation Summary

During the quarter no recommendations were closed but solid progress was made with regard to a number of the remaining 10 recommendations:

- A revised target date of 30 June 2008 was set for Recommendations 1 and 20. RailCorp provided ITSRR with a revised Rail Management Centre Competence Management Action Plan which will address the intent of Recommendation 1 along with residual actions relating to Recommendation 20. One of the deliverables of the action plan is that Train Controllers, Train Control Supervisors and Shift Managers are trained and competent in emergency preparedness, emergency response and command and control (Recommendations 1 & 20). ITSRR is satisfied that the revised Action Plan will address the recommendations and be achievable by the new target date.
- ITSRR commenced consultation on draft regulations to support the *Rail Safety Bill 2007* including requirements to ensure that rolling stock is fit for purpose. The NSW regulations adopt the National Model Rail Safety Regulations approved by the Australian Transport Council (ATC) in December 2006 (Recommendation 30).
- RailCorp commenced installation of equipment for its trial of Automatic Train Protection (ATP) technology, which will commence in November.

ITSRR has requested that RailCorp provide a copy of the test and evaluation plan in the next quarter (Recommendation 32).

- The National Transport Commission (NTC) has continued work on the development of an appropriate amendment to the model regulations to set requirements for data loggers with the view of implementing these regulations by mid 2008 (Recommendations 36 and 37).
  
- RailCorp provided ITSRR with evidence that faults identified from inspections at stabling are recorded in its electronic defect reporting database and are rectified before the train preparation inspection undertaken prior to the train next entering into service. Additionally, RailCorp developed a procedure for auditing faults identified during train preparation (Recommendation 53).
  
- RailCorp continued recruiting and filling Team Leader positions with the aim of submitting its claim for closure by 31 December 2007 (Recommendation 71).

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:

- 167 (94%) recommendations verified and closed<sup>1</sup>;
- 2 (1%) recommendations previously claimed for closure by RailCorp have been given a revised target date and status – open-acceptable response;
- 2 (1%) recommendations are open-acceptable response and will be verified upon receiving RailCorp's claim for closure;
- 1 (1%) recommendation is currently claimed for closure by RailCorp and is being verified by ITSRR;
- 1 (1%) recommendation (the introduction of national communications technical standards) will be implemented by 2010; and

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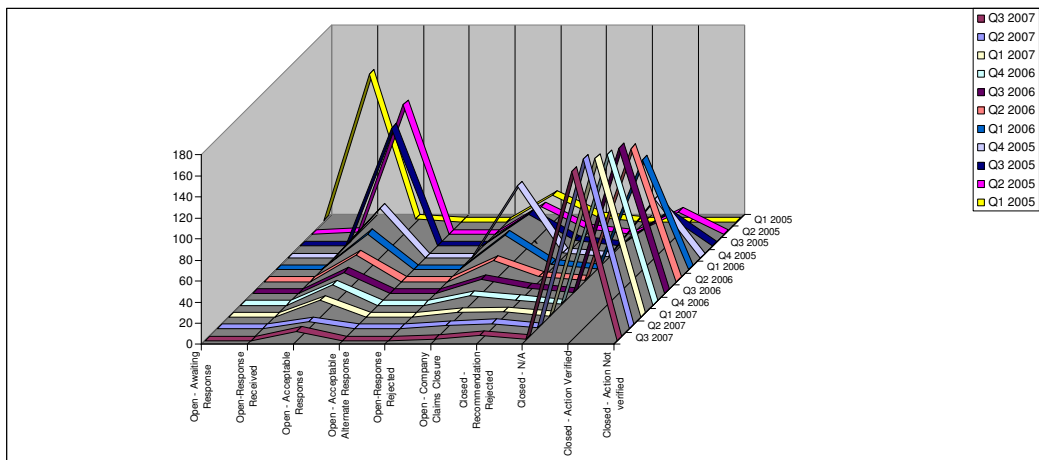
<sup>1</sup> including 5 that were rejected by the NSW Government and 1 which is no longer applicable

- 4 (2%) 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 to 168 or 95% of all recommendations.

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

**GRAPH 1: PROGRESSIVE STATUS OF ALL RECOMMENDATIONS BY QUARTER**



As time has progressed the peak has shifted along the x-axis as the recommendations are closed.

## **Slippage**

During the period there were no new slippages to report.