

## **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 fourteenth Quarterly Report. It outlines progress made between 1 April and 30 June 2008.

### **Implementation Summary**

During the quarter three recommendations were claimed for closure by RailCorp:

- Ensuring that staff working in the Rail Management Centre (RMC) have been trained to quickly and accurately assess an emergency situation and convey this information to emergency response personnel (Recommendation 1).
- Ensuring that all RailCorp's operational rail staff are trained in the emergency action checklist relevant to their position (Recommendation 20).
- Creating an appropriate position within RailCorp that has responsibility for ensuring each train driver's training needs are being met and any safety concerns are properly addressed (Recommendation 71).

Further progress was made with regard to the remaining recommendations:

- RailCorp concluded the pilot trial of European Train Control System (ETCS) Automatic Train Protection (ATP) technology on the Blue Mountains Line. This included:

- finalisation of individual reports on each manufacturers' trial system
- completion of a final report by each manufacturer
- completion of a final report by the RailCorp Collaborative Development Group.

RailCorp have reported that overall the ATP pilot trial has been successful in meeting its key objectives. In particular it demonstrated that ETCS Level 1 would meet RailCorp's safety and functional requirements (Recommendation 32).

- During the quarter, the ARA confirmed arrangements with the rail industry to develop and implement the Australian Network Rules and Procedures (ANRP). The ARA also indicated it had gained the agreement of all major access providers (network Infrastructure Managers) to implement the new rules and procedures through their rail access agreements with operators thereby making them mandatory. Compliance with the new ANRP will be monitored by the industry through regular audit programs as stated in each accredited Access Providers Safety Management System. It is also envisaged regulators will play a role through accreditation monitoring and audit (Recommendation 43).

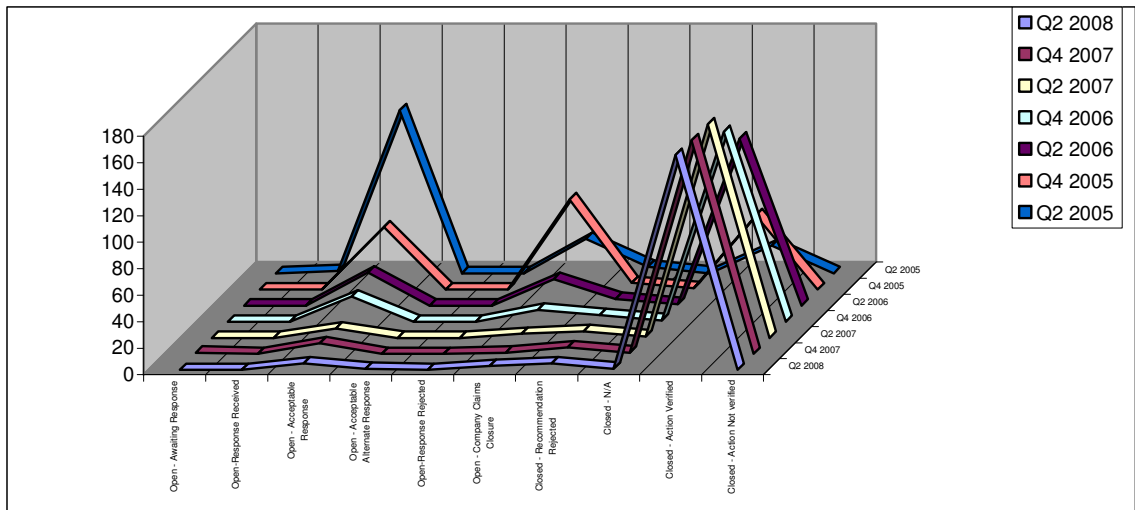
At the end of the reporting period, the cumulative implementation progress to date for all 177 recommendations (including 127 recommendations and 50 sub-elements) was as follows:

- 168 (95%) recommendations verified and closed
- 3 (2%) recommendations were claimed for closure (Recommendations 1, 20, & 71)
- 1 (0.5%) recommendation open acceptable response (Recommendation 32)
- 1 (0.5%) recommendation changed status from open await response to open acceptable alternate response (Recommendation 43)

- 1 (0.5%) recommendation is scheduled to be implemented by 2010 (Recommendation 38)
- 3 (1.5%) recommendations referred to the NTC have interim target dates (Recommendations 30, 36 & 37).

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**

There were no slippages during the reporting period.