

# Confidential Safety Information Reporting Scheme

## ***Rule Differences across rail infrastructure maintainers***

A report from a rail safety employee of was received about the differences in network rules in NSW, in particular ANWT 306 Track Work Authority.

*There are different distances required between inner and outer worksite handsignallers in three NSW Network owners: ARTC, John Holland Rail and Sydney Trains. ARTC rule ANWT 306 requires a minimum distance of 2000 m between the inner and outer handsignaller, while Sydney Trains rule NWT 306 and JHR rule CNWT 306 requires a minimum distance of 2500 m.*

*There have been a number of incidents in Victoria where the ARTC distance was shown to be inadequate. One incident was in Springhurst, Victoria on 6 March 2014, where despite a worksite having an inner and outer handsignaller 2000 m apart a train came to a stop 100 m beyond the inner handsignaller. The subsequent ATSB report stated: "As a result of this occurrence, the ARTC has advised that they are taking the following safety action: Australian Rail Track Corporation will review the placement of outer and inner warnings given to train crews approaching worksites within Victoria as a priority. The review will consider the requirements specified in the rules applicable to other areas of the Defined Interstate Rail Network with the preferred outcome being alignment across all jurisdictions."*

*Recently, on 5 December 2016 there was an incident at Mittagong, NSW where a Pacific National train, 6SP7, passed an outer handsignaller and then the inner handsignaller by 180m. The distance between the inner and outer hand signaller was 2000m. The train was travelling in dynamic brake and under the posted speed. The crew were not able to stop the train prior to the inner handsignaller's location due to a combination of factors like the track speed at that location, the grade of the track, the length of train and tonnage carried.*

*I believe that the rule ANWT 306 needs urgent review and that the network operator's rules should be the same.*

## ***CSIRS Requirement***

As part of the OTSI investigation, a Safety Valve Notification was issued to ARTC asking them to address these concerns and provide OTSI with the results of its findings and any remedial safety actions deemed necessary.

## ***Investigation outcome***

ARTC advised that they were already in the process of aligning the rule to the other rail infrastructure maintainers. An extract of this response follows.

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Rule ANWT 306 has been drafted to align nationally to our rule books and is consistent with the RISSB product. The rule has been in consultation internally and is currently in final review with one of our Business Units. ARTC can advise that the revised rule will align with both John Holland and Sydney Trains equivalent rule.

Further ARTC can advise that all three NSW Rail Infrastructure Managers have and continue to actively engage together, with ONRSR, to gain alignment within the rule books where possible.

## ***OTSI Action***

OTSI has advised the reporter of the response and plans provided by ARTC. The reporter was satisfied with the outcome and welcomed the change.

The outcomes of the inquiries made by both OTSI and ARTC have been recorded in the OTSI database for future review and trend analysis. ONRSR have been advised of the issues raised by the reporter and the response by ARTC.