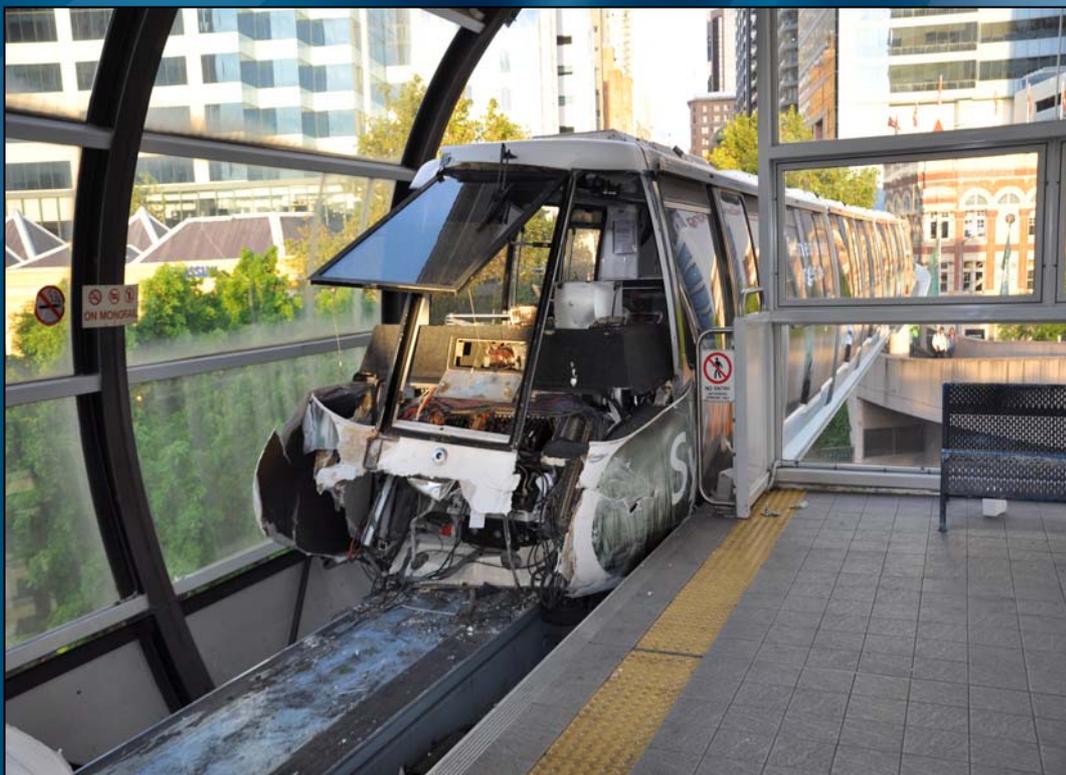




Office of Transport Safety Investigations

RAIL SAFETY INVESTIGATION
INTERIM FACTUAL STATEMENT
MONORAIL COLLISION
DARLING PARK
27 FEBRUARY 2010



THE OFFICE OF TRANSPORT SAFETY INVESTIGATIONS

The Office of Transport Safety Investigations (OTSI) is an independent NSW agency whose purpose is to improve transport safety through the investigation of accidents and incidents in the rail, bus and ferry industries. OTSI investigations are independent of regulatory, operator or other external entities.

Established on 1 January 2004 by the *Transport Administration Act 1988*, and confirmed by amending legislation as an independent statutory office on 1 July 2005, OTSI is responsible for determining the causes and contributing factors of accidents and to make recommendations for the implementation of remedial safety action to prevent recurrence. Importantly, however, OTSI does not confine itself to the consideration of just those matters that caused or contributed to a particular accident; it also seeks to identify any transport safety matters which, if left unaddressed, might contribute to other accidents.

OTSI's investigations are conducted under powers conferred by the *Rail Safety Act 2008* and the *Passenger Transport Act 1990*. OTSI investigators normally seek to obtain information cooperatively when conducting an accident investigation. However, where it is necessary to do so, OTSI investigators may exercise statutory powers to interview persons, enter premises and examine and retain physical and documentary evidence.

It is not within OTSI's jurisdiction, nor an object of its investigations, to apportion blame or determine liability. At all times, OTSI's investigation reports strive to reflect a "Just Culture" approach to the investigative process by balancing the presentation of potentially judgemental material in a manner that properly explains what happened, and why, in a fair and unbiased manner.

Once OTSI has completed an investigation, its report is provided to the NSW Minister for Transport for tabling in Parliament. The Minister is required to table the report in both Houses of the NSW Parliament within seven days of receiving it. Following tabling, the report is published on OTSI's website at www.otsi.nsw.gov.au.

OTSI cannot compel any party to implement its recommendations and its investigative responsibilities do not extend to overseeing the implementation of recommendations it makes in its investigation reports. However, OTSI takes a close interest in the extent to which its recommendations have been accepted and acted upon. In addition, a mechanism exists through which OTSI is provided with formal advice by the Independent Transport Safety and Reliability Regulator (ITSRR) in relation to the status of actions taken by those parties to whom its recommendations are directed.

Incident Overview

At approximately 4:00pm on 27 February 2010, a Veolia Monorail (Monorail 1) operating on the Sydney Monorail system, collided with the rear of another Monorail (Monorail 4) which was standing stationary and disembarking passengers at Darling Park station. The collision caused injury to three passengers and the driver on Monorail 1.

Monorail 1 was carrying 16 passengers at the time of the collision and was crewed by a driver and a relief driver. The relief driver had boarded at an earlier station to relieve the driver who was scheduled for a break. Monorail 4, which had stopped at Darling Park station, was carrying an unknown number of passengers, none of whom reported any injury.

After the collision, passengers on Monorail 1 were required to evacuate the vehicle onto the platform through the emergency windows between carriages and the front window of the driver's compartment. The collision caused significant damage to the front of Monorail 1 and to the rear of Monorail 4.

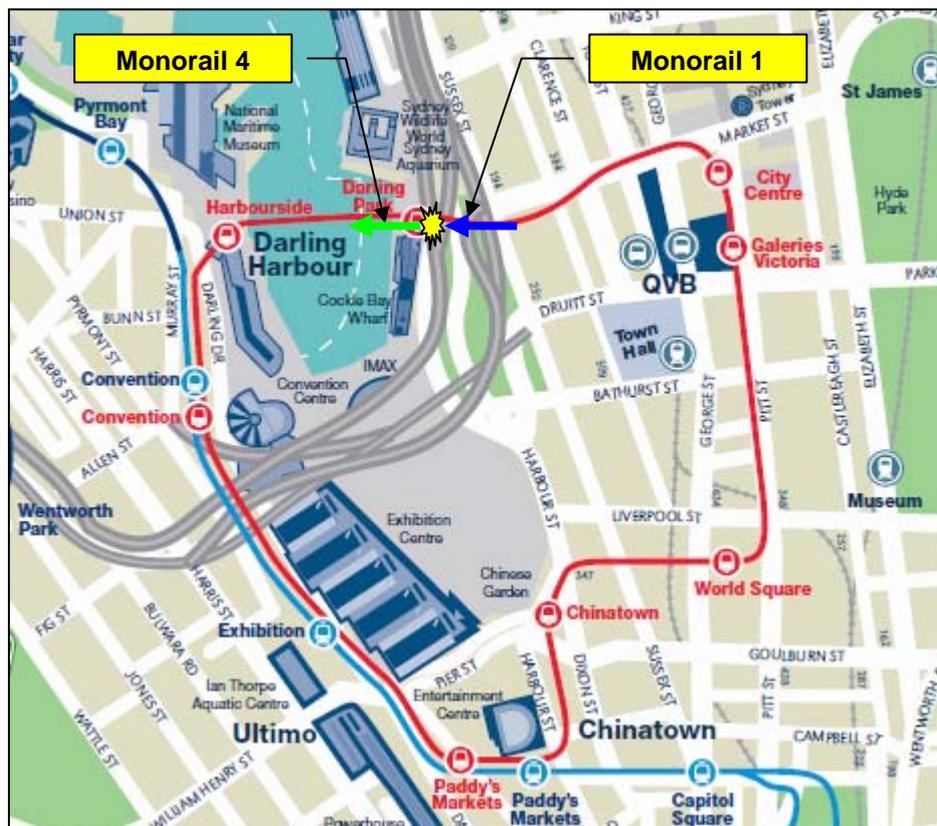


Figure 1: Monorail Track layout

Notification and Response

OTSI's Duty Officer was notified of the accident at 5:40pm. An OTSI investigator was then deployed to conduct a preliminary investigation and arrived at the scene of the accident at 7:05pm. The Chief Investigator determined that the accident warranted formal investigation pursuant to Section 45A of the *Transport Administration Act 1988* and Section 67 of the *Rail Safety Act 2008*.

Terms of Reference

The terms of reference established by the Chief Investigator require OTSI's Investigating Officer to:

- a. identify the factors, both primary and contributory, which caused Monorail 1 to collide with the rear of Monorail 4;
- b. assess the operation and condition of the onboard control equipment prior to, and at the time of the collision;
- c. assess the signalling and control measures implemented to ensure safe separation of monorail trains;
- d. assess any environmental conditions which may have affected the driver's visibility on approach to Darling Park station;
- e. assess the effectiveness of the emergency actions taken in response to the incident; and
- f. advise on any other matters arising from the investigation that would enhance the safety of monorail operations.

Status of the Investigation

OTSI's investigation has commenced. During the course of the investigation, all Directly Involved Parties (DIPs) will be consulted and will be afforded the opportunity to provide information and commentary which will contribute to ensuring that the investigation and its report are inclusive and reflective of the broadest range of evidentiary sources.

Once completed, OTSI's investigation report will be tabled in both Houses of the NSW Parliament by the Minister for Transport in accordance with Section 74 of the *Rail Safety Act 2008*. When the Report has been tabled, it will be published on OTSI's website and will replace this Interim Factual Statement.