

Rail Commissioner Steering Committee Minutes of Meeting



Subject: Rail Commissioner Steering Committee Meeting

Date: 21 October 2016

Location: Conference Room, Level 10, RMH

Start: 10:00AM

Finish: 11:00AM

I would like to acknowledge the Kurna people of whose land we meet on today. I also pay my respects to their Elders past and present and extend that respect to other Aboriginal and Torres Strait Islander people who are present today.

1. Meeting Opening

The Chair welcomed everyone to the Rail Commissioner Steering Committee meeting and noted apologies received.

2. Minutes of Previous Meeting

The minutes from the meeting held on 16 September 2016 were reviewed and ratified by the Committee.

3. Business/Actions Arising from Minutes

- Action list reviewed, amended and updated.

4. DPTI Values and Behaviours

- The extraordinary effort by staff on a range of issues is recognised.

5. Rail Safety

5.1. Safety Culture

- Noted.

5.2. Safety Systems

- Noted.

5.3. Railway Crossing Safety Strategy

- The draft report has been received and the final report is due for delivery next week.
- A draft minute will be prepared for the Chief Executive and Minister on the results and the draft program.

6. Risk

6.1. Emerging Risks and Trends – Pedestrian Crossings Near Misses

- The Rail Operational Risk Profiles are now available on the DPTI intranet. http://cms.dpti.sa.gov.au/public_transport_resources/dpti_rail_operational_risk_profile
- Work is being undertaken on the tram risk profile and is out for consultation.
- The SFAIRP (So Far As Is Reasonably Practicable) justification was discussed and how this is used to determine safety risk and levels.

- Any feedback on the webpage would be appreciated, particularly in relation to the Top 10.
- The reporting of on time running performance was queried and how 'Acts of God' are treated. NSW has a good set of guidelines.

7. Rail Services Finance Update

- The Rail Services Finance report for September was tabled.
- Discussion of key issues highlighted.
- There is a meeting scheduled for Monday for road, rail and storm works.

8. Key Result Areas

8.1. Train Despatch

8.2. Maximum Safer Speed

8.3. Passenger Security

8.4. Asset Performance

8.5. Customer First

- Patronage has dropped slightly for train services while the tram remains static.
- The Seaford line on time running is heading in right direction, however a number of events have had some influence.

9. Learning and Development

- Work is occurring around compliance for fatigue management for rail employees.
- White Card training notifications have been sent out to Committee members.
- A schedule for the training to be held as part of the meetings has been set with the first session scheduled for November 2016.
- Investigations are underway into fatigue management complaints from drivers required to do a long shift and then required to start early the next morning.

10. Other Business

10.1. Rail Safety and Performance Review Group Meeting

- The draft minutes of the meeting held 11 October 2016 were noted.

10.2. PDR – Seaford Line Pedestrian Railway Crossing Rationalisation

- This is to be combined into the Railway Crossing Safety Strategy report being prepared for the Minister.

10.3. Rail Commissioner Quarterly Performance Report – July-Sept 2016

- Noted.

10.4. Arthur Smith Boiler Room Exercise

10.5. Rail Commissioner Regulations

- Regulations to be made under the *Rail Commissioner Act 2009* have been drafted and Cabinet approval to draft was received in 2014.
- Under the *Rail Commissioner Act 2009*, there are powers for the Rail Commissioner to temporarily close or permanently close a road but there were no regulations made to put a modification of the process under the *Roads (Opening and Closing) Act 1991* in place.
- Cabinet approval was also sought to vest the 'closed road land' in the Minister for Transport and Infrastructure, following that road closure process.
- The Local Government Association was consulted on the draft regulations and lodged an objection to the regulations stating that the change of ownership amounted to a compulsory acquisition of land and they are of the view that compensation is required.

- The *Highways Act 1926* has a road closing provision that excludes council from compensation (this is a specific process that requires a proclamation by the Governor and the closure is deemed “expedient” etc) but the *Rail Commissioner Act 2009* does not have the same provisions. This would require an amendment to the Rail Commissioner Act.

10.6. Railcar Maintenance Agreement – For Noting

- The Committee noted the change in representation.

NEXT MEETING

Friday 18 November 2016, 10:00AM–11:00AM