



▶ NEW BEGINNINGS,
NEWSLETTER 1



▶ WHAT'S HAPPENING IN
VICTORIA. 2

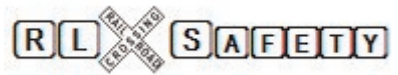


▶ VICTORIAN BUDGET..... 2

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RLX Safety *news*

RLX Safety specialises in strategy development, policy, planning, rail safety, human factors, and risk management, related to all facets of both road and pedestrian level crossing safety. www.rlx-safety.com



I retired from full-time employment with the Department of Transport (DOT) on 25 February 2011, having celebrated my 50th anniversary of becoming a railwayman on 20 January 2011.

New beginnings

I am now working for the DOT on Wednesdays and Thursdays, briefing Senior Counsel, and internal and external Legal Advisors, on matters relating to level crossing coronial inquests .

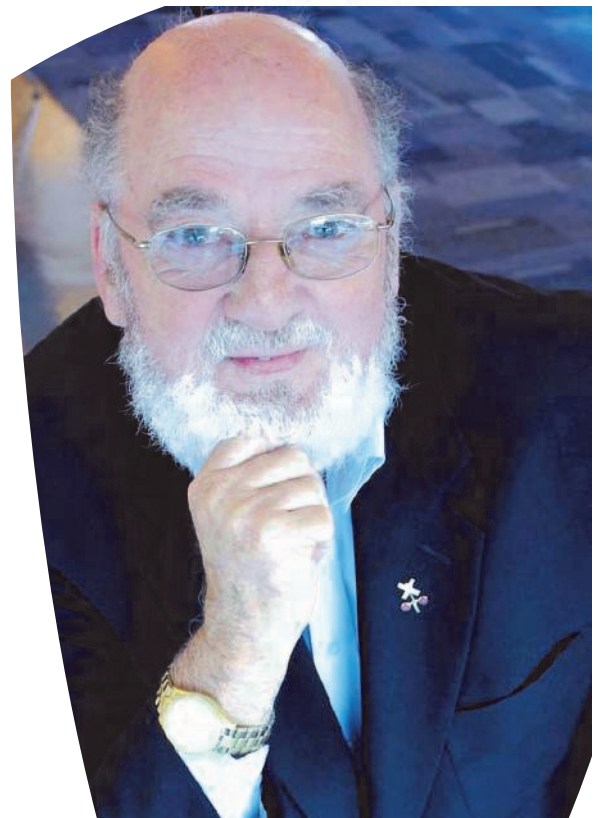
(In the State of Victoria the State Coroner's Office has something like 15 outstanding level crossing fatal accidents involving 29 fatalities, dating back to 2002, which have yet to have been subject to a coronial inquest).

To have a peek at what I've been doing outside of my DOT work, take a look at my new website: www.rlx-safety.com.

I've also created an RLX Safety [YouTube Channel](#)

You all know that I will remain passionate about level crossing safety management until the day they carry me off to the big RLX in the sky!

Terry Spicer



New Newsletter

This **RLX Safety** newsletter is designed to take you behind some of the stories related to RLX safety management, particularly in Victoria/Australia, and in some cases particularly related to emerging ITS technologies, overseas.

I trust you already subscribe to the very excellent international UK LX-Info on-line RLX magazine, produced by my friends Sue and Aiden Nelson. <http://www.lxinfo.org/>

What's Up In Victoria?



Rail safety legislation and Safety Interface Agreements

The *Rail Safety Act* 2006 came into operation in Victoria on 1 August 2006. Following Victoria's lead, South Australia enacted a *Rail Safety Act* in 2007, New South Wales and Queensland enacted their respective *Rail Safety Act* and *Transport (Rail Safety) Act* in 2008, Tasmania enacted a *Rail Safety Act* in 2009, Western Australia and Northern Territory each enacted a *Rail Safety Act* in 2010.

The principle of shared responsibility is integral to the management of rail safety in Victoria, and is set out clearly in the *Rail Safety Act* 2006. The *Rail Safety Act* also sets out various safety duties on rail infrastructure managers, rolling stock operators, rail contractors and rail safety workers.

In line with the principles of the *Rail Safety Act* framework, managing safety at level crossings is a shared responsibility between the rail operators and road authorities.

A national consensus between rail safety regulators, national transport agencies and other high level stakeholders was reached in early 2007 that a formal arrangement for road managers and rail operators to jointly manage safety risks at railway crossings be incorporated into the legislation of each Australian state and territory.

In late 2007, the *Rail Safety Act* was amended to adopt provisions in the National Model Rail Safety Bill 2006 regarding interface agreements, referred to in Victoria as safety interface agreements ('SIA's'). Victoria was the first jurisdiction in Australia to adopt these national requirements in local legislation. South Australia and New South Wales have since followed Victoria's lead.

The primary purpose of SIA's is to improve the management of safety at level crossings and other high risk interfaces.

The legislative provisions for SIA's commenced operation in Victoria on 1 July 2010. They introduce a requirement for rail infrastructure managers (V/Line, Metro Trains, ARTC and tourist and heritage rail operators) and road managers (primarily local government and VicRoads, but also privately owned roads where appropriate) to identify and assess safety risks arising from rail interfaces (railway crossings). The relevant parties must seek to reach agreement on how to manage those risks.

SIA's will clearly identify the obligations and allocate the responsibilities of the various parties. This will assist better coordination of risk mitigation activities like road marking and signage, and it will assist identification of potential accident risks at locations and possible risk mitigation measures, including the responsibility for elimination or

reduction of those risks 'so far as is reasonably practicable' (as required under the *Rail Safety Act*).

The SIA provisions were drafted to correspond with the principles of co-regulation and the application of 'performance based', rather than 'prescriptive' regulation. The parties entering the agreements are together responsible for determining what is in the agreements and how the risks are to be managed.

TSV's role as the regulator is to ensure the parties engage in this process and implement SIA's which correspond with the intent of the legislation. TSV has published the *Road/Rail Safety Interface Agreements - PTSV rail safety guideline* (available on the TSV website). The guideline:

- articulates how TSV will interact with stakeholders when undertaking its functions, to ensure that actions undertaken are transparent and consistently applied; and assists duty holders with the interpretation of legislative provisions and provides some level of practical guidance on satisfying these requirements.

SIAs will provide an overarching framework to ensure road and rail operators undertake a coordinated approach to the management of safety at railway crossings. Parties are able to manage risks at railway crossings better together than independently.

Current status of SIAs

There has been discussion of the SIA process at the RCTG meetings as indicated in the following:

Safety Interface Agreements:

The proposed timeline for the SIA website. The first stage which will allow agreements to be signed online is scheduled to go live in August 2011 with the second phase

.../continued



.../cont from page 2 :: Rail safety legislation and Safety Interface Agreements

(which will incorporate access to a range of ALCAM data) scheduled to be completed in September 2011.

A group of users will be selected to test the site.

A significant amount of work has been undertaken:

The Core document and demarcation guidelines have been agreed to.

Risk assessments templates are being developed and risk assessments have commenced.

An online spreadsheet has been developed to allow stakeholders to confirm responsibilities at both level and grade separated road/rail interfaces.

A number of councils have signed SIA agreements.

In essence, while there have been delays to the development of the web site the process of determining stakeholders for interfaces (both level crossings and others) is well advanced, the shell documents are settled and risk assessments are being commenced. There have been a small number of paper agreements signed between rail authorities and local government.

While the delays to the web site are preventing the widespread signing of agreements, the process of engaging in SIA's is, in practice, well underway.

1| The bulk of Western Australia's Act commenced in 2010. Interface coordination provisions come into force for rail transport operators come into force in 2012, and for rail infrastructure managers and road managers in 2014.

2 | s13 *Rail Safety Act 2006*

3 | 'rail operator' is defined in s3 of the *Rail Safety Act* as a rail infrastructure manager or a rolling stock manager



RLX Fatalities, Injuries and Accidents

This is an unprecedented in Victoria, in that it is the first time in over 50 years in this State that we have experienced a period in excess of 12 months without a fatal road level crossing accident.

On 24 May 2011 there was a collision between a V/Line passenger train and a motor vehicle (queued over the cross-

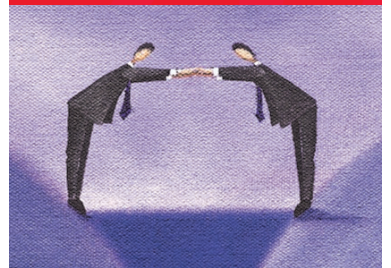
ing) at the South Gippsland Highway level crossing, which is a boom barrier controlled level crossing located on the Pakenham rail line. There were no injuries.

ZERO road level crossing/motor vehicle train crash fatalities for over 22 months...

There have been **ZERO** road level crossing/motor vehicle train crash fatalities in Victoria for over 22 months, (since 15 July 2009 at Edithvale Road, Edithvale), as well as **ZERO** in Regional Victoria for over 3 years, (since 24 March 2008 at Modewarre - near Geelong).

THANKS

to
Yvonne & Justin



Thanks to the excellent advice that I receive from my children [Yvonne](#) who gives both excellent (very professional) IT and business advice, and [Justin](#) who has worked very hard in establishing the above (very professional) web site, (and for putting up with his Dad's ravings)

RLX Research & Development in Victoria



Axle Counter Technology Level Crossing Detection Device

Objective:

Axle counter technology is being researched as a new level crossing train detection device, which may be implemented in Victoria. The axle counter trial is part of the Active Advance Warning System upgrade at Midland Highway, Bagshot. This location was chosen because of the wheel to rail interface issues, which the axle counter will address.

Low Cost Level Crossing Warning Device (LCLCWD) Trials

Hi-Lux Low Cost Level Crossing Warning Device (LCLCWD) and Trial Site Location

Objective:

The Hi-Lux LCLCWD technology is being researched as one of the low cost level crossing detection devices which could be rolled out across Victoria.

Background:

The Hi-Lux equipment was removed from the trial site at Creswick in 2010 when the level crossing controls were upgraded.

Update:

Funding for LCLCWD trials has been obtained for financial year 2011/2012.

Objective:

The objective is to establish an agreed test site on the VLine network to test LCLCWDs and to produce standard testing and evaluation criteria and documentation.

AutoCRC – C3-23 ITS For Road/Rail Safety DSRC Trial Project

Objective:

The objective is to investigate the viability of the DSRC Intelligent Transport System (ITS) technology to improve the safety at level crossings.

Background:

DSRC vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) technology has been developed by the US Department of Transport (DOT) and was featured at the November 2009 ITS Summit in Melbourne. We are waiting on the motor vehicle and road safety industries to advise us of the final type of the technology which will be incorporated into all new motor vehicles manufactured from an agreed date, including the safety applications and then the rail level crossing safety management industry can interface to that V2V and V2I DSRC technology.

N.B. The US Department Of Transport (DOT) V2V and V2I work was being carried out under the IntelliDrive Program (<http://www.intellidriveusa.org/>). However, due to trademark issues the 'IntelliDrive' domain name has now been relinquished. The key focus is now the Research & Innovative Technology Administration (RITA) Strategic Research Plan (http://www.its.dot.gov/strat_plan/index.htm) which is aiming to answer the outstanding questions regarding deployment ahead of a planned National Highway and Traffic Safety Authority (NHTSA) rule-making in August 2013. All DSRC standards (IEEE 802.11p, IEEE 1609, and SAE J2735) are published or are expect to be published before the end of this year. The US DOT is funding the VSC-3 consortium (consisting of Ford, GM, Toyota, Honda, Mercedes, VW, Hyundai-Kia, and Nissan) to test these standards for interoperability, scalability, security, and performance. The timeframe stated in EU is that the first vehicles will be fitted with DSRC systems in 2015 and by 2020 there will be 10% of EU vehicles fitted

Selection of potential sites for the system trial is underway. Trial scope being prepared. DOT staff will be liaising with rail and road operators to obtain their assistance in the trials.

Update:

Joint La Trobe Uni/DOT ITS For Road/Rail Safety Paper delivered to 11th World RLX Safety Symposium in Tokyo in October 2010.

2011-12 Victorian Budget



In November 2010 Victoria elected a new State Government. Despite media controversy about the prioritisation of the proposed upgrade programme, the 2011/12 State Budget means that Victoria currently remains the highest funded level crossing safety management jurisdiction in Australia.

In a Media Release issued on 4 May 2011 the Minister for Public Transport stated that :

“ The Victorian Coalition Government will fund a massive push to improve traffic congestion by removing ten of Melbourne’s worst level crossings, starting with notorious hotspots in Mitcham and Springvale. Roads and Public Transport Minister Terry Mulder said the Coalition Government was delivering on its commitment to eliminating Melbourne’s worst level crossings, particularly in areas with high train and vehicle numbers.” .

The State Budget commits the first stage of the Government’s \$64 million over four years as the first stage of the Government’s commitment to improve and upgrade level crossings in Melbourne and regional Victoria.

Specific 2011/12 state budget commitments include:

\$16.5 million for planning work on level crossing removals;

- funding of major construction work by 2013 once detailed design is completed;
- commencing pre-construction work at Mitcham Road and Rooks Road in Mitcham, and Springvale Road, Springvale over the next 12 months, with projects to be completed in 2014;
- funding for planning removal of level crossings at:
 - Mountain Highway and Scoresby Road, Bayswater;
 - North Road, Ormond;
 - Blackburn Road, Blackburn;
 - Burke Road, Glen Iris.Identification of Main Road, St Albans, and Murrumbeena Road, Murrumbeena as priority projects.

In regional areas, the Government has committed \$47 million to upgrade 75 country level crossings, including upgrading the Warragul station precinct.



International Level Crossing Awareness Day

International Level Crossing Awareness Day (ILCAD)

Thursday 9 June 2011

organised by the International Union of Railways [[Belgium](#)]



International Level Crossing Awareness Day

Find out more about [ILCAD](#) and also view some video as [Facebook](#).

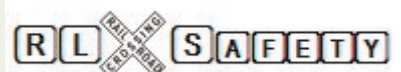
NB: Australia celebrates National Rail Safety Week from 22 - 28 Aug 2011. [More Info](#).

You made it to the end... thank you!

Thanks for reading the inaugural RLX Safety Newsletter. As I’m new to all of this, I’d dearly appreciate your feedback, comments, suggestions and advice. Please email terry.spicer@rlxsafety.com.

Don’t forget to sign up for upcoming newsletters and please do forward this one freely to anyone you feel may be interested.

TERRY SPICER



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