

RAIL SAFETY NEWS

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IN THIS ISSUE

- RISKS ASSOCIATED WITH OPERATING HERITAGE ROLLING STOCK ...P3
- ASBESTOS ON OLD RAIL INFRASTRUCTURE ...P5
- PREPARE FOR THE SUMMER HEAT ...P6
- ACCREDITATION: VARIATION AND NOTIFICATION OF CHANGE ...P7
- SAFETY INTERFACE AGREEMENTS ...P9
- PUBLIC PATHWAYS NEAR RAIL LINES ...P10
- SYSTEMS APPROACH TO SAFETY...P11

DIRECTORS UPDATE

WELCOME TO
THE DEC 2015 EDITION
OF RAIL SAFETY NEWS.



Andrew Doery
Director, Rail Safety



David Hourigan
Director, Transport Safety

Welcome to the summer edition of Rail Safety News.

We would like to welcome Mr David Hourigan to TSV. David was appointed to the position of Director, Transport Safety, and commenced in October 2015.

David brings over 25 years of public sector experience in transport, business and industry to the role. He has held several senior positions within the Victorian and Queensland governments, including most recently that of Deputy Director-General Policy Division in Department of Premier and Cabinet in Queensland. He also has had experience in hands on and direct service delivery when running the Passenger Transport Division in the Department of Transport and Main Roads.

One key for the successful management of safety in a railway is the availability and organisation of appropriate resources to support compliance with the rail operators' safety management system. Rail operators require access to a range of skills in order to be able to operate the rail system safely. This includes people who are able to support the maintenance of the track and rolling stock, drive trains, supervise passengers and complete paperwork to provide records required to demonstrate compliance. These people need to be organised and managed to ensure all the important day to day activities associated with the operation of a rail system are completed. This management task can be very challenging for an organisation that relies on volunteers to perform this important work.

Good leadership of the organisation plays a significant role in the successful operation of a rail system, by focusing the energies of staff on fulfilling the objectives of the organisation. Leaders also have the

responsibility for governance, which includes monitoring compliance with internal procedures and ensuring all external and legislative obligations are met, as well as planning for the future. Lack of good leadership can allow individual self-interest, internal politics and personal animosities to have a significant impact on the proper functioning of an organisation. It is important that these issues are managed properly and wherever possible minimised.

As we approach summer, it is timely for rail operators to revisit their emergency plans for events that may occur, such as fire and vehicle breakdown, on hot days. This may include conducting refresher training for staff on procedures that should be followed in the event of an emergency or abnormal operational situation and ensuring equipment required to support the management of emergencies (such as communication systems) is in good working condition.

Since the previous edition of Rail Safety News we have a completely new look for our refreshed website. The URL is the same but the changes you will notice include:

- it is easier to navigate
- it is task focused - that is we have organised it to align with the things most people want most often from it
- it is bright, clear, easy to read
- it is mobile device enabled - that means the page will look the same whether you are seeing it on your PC, laptop, tablet or mobile phone.

All the best for the festive season from TSV!



RISKS ASSOCIATED WITH OPERATING HERITAGE ROLLING STOCK

Operating heritage rolling stock is an integral part of Tourist and Heritage rail operations.

These vehicles typically have had a long service life before they are retired and subsequently are passed on to a Tourist and Heritage operator for ongoing use and enjoyment. In some instances, these vehicles continue to operate on their 'home' networks, or return to their 'home' networks after operating on other systems.

Like all mechanical, electrical or electronic equipment and systems, the condition of rolling stock deteriorates with use and over time.

A key element of ensuring the ongoing safe operation of heritage rolling stock is the ongoing conduct of routine inspection and maintenance in accordance with the standards and procedures documented in the

rail operator's safety management system. This ensures that items that wear out with use (such as brake blocks and wheels) or require ongoing inspection and adjustment (such as brake linkages) are maintained to the required standards. It should be noted that the maintenance requirements for heritage rolling stock may be higher due to its age and overall condition.

There are, however elements of rolling stock that would not normally require any form of routine maintenance or repair that can also deteriorate with use and time. These include the structure of bodyshell and bogie structures (due to corrosion or fatigue, particularly along the load paths), electrical equipment and wiring, and mechanical systems

(braking equipment, axles, wheel sets, bearings, couplers and springs).

Problems in these areas are often difficult to detect because, for example, they may be located in parts of the vehicle that are not normally accessed, or may not be easily visible to the naked eye. Such problems can result in unusual and unpredictable failures of vehicles that have historically operated safely.

Rolling stock that has not been in use for a period of time and timber framed rolling stock vehicles that have been stored outside are particularly vulnerable to these types of issues.

The table below sets out some of these problems, and the risks to safety that may result from these issues.

PROBLEMS	RISK
<p>Fatigue or corrosion of the bodyshell and bogie structures, particularly along the load paths or at the mid-point between bogies.</p> <p>Failure of poor quality structural repairs and modifications.</p>	Structural failure under load, leading to breach of the kinematic envelope or derailment.
<p>Fatigue or corrosion of the bodyshell.</p> <p>Wood rot in the bodyshell of timber framed rolling stock.</p>	Compromised structural integrity in the event of a collision, leading to increased risk of injury, fatality or property damage.
<p>Failure of electrical equipment and wiring.</p> <p>Failure of electronic components.</p> <p>Use of materials in the construction of rolling stock that do not comply with contemporary standards, for example:</p> <ul style="list-style-type: none"> deterioration of insulated components in line breaker and poor operation, resulting in a short circuit water leakage into electrical cabinets due to failure of seals or joints, resulting in short circuit deterioration of insulation on electrical cabling and wiring, resulting in short circuit. 	<p>Fire</p> <p>Electric shock</p>
<p>Fatigue or corrosion of mechanical components, for example:</p> <ul style="list-style-type: none"> axle/wheelset/bearing failures suspension failure coupler failures loss of tension in brake actuator springs. 	Mechanical failures, leading to derailment or failure of safety systems.
<p>Fatigue or corrosion of mechanical components, for example:</p> <ul style="list-style-type: none"> failure of underfloor equipment mounting brackets and fittings. 	<p>Derailment caused by rolling stock components becoming dislodged and falling onto the track.</p> <p>Components dislodged at speed may become a projectile.</p>

Tourist and Heritage operators should consider and then implement appropriate controls to ensure the ongoing safety performance of heritage rolling stock. These risks and controls should be documented in the rail operator's risk register, in accordance with its risk management procedure that forms part of its safety management system.

One potential control to manage these risks to safety is to conduct (or have conducted) an engineering assessment of the rolling stock. The engineering assessment should examine all systems, equipment and structures of the rolling stock, to determine whether or not they are safe to operate. This applies particularly to aspects of the vehicle that are not ordinarily examined

during the course of routine maintenance. These areas include the vehicle and bogie structures (for fatigue, particularly along the load paths), electrical equipment and wiring, mechanical systems (braking equipment, axles) and bodyshell components.

The engineering assessment should take into consideration:

- past/current operational requirements
- the planned future operating regime for the rolling stock
- the maintenance history of the vehicle fleet (including any maintenance deficit)
- any modifications that have been made to the rolling stock.

The outcome of the engineering assessment may include:

- a list of recommended modifications required to ensure the rolling stock continues to operate safely
- additions/changes to the maintenance schedule for the rolling stock (such as more frequent inspections for some equipment) to ensure the vehicles can continue to operate safely
- additional safety inspections or checks conducted prior to operating the rolling stock.



ASBESTOS ON OLD RAIL INFRASTRUCTURE

Background

Asbestos is a naturally occurring mineral often mixed with other materials to produce a variety of products. Asbestos cement was commonly used in building materials because of its durability, fire resistance and insulation properties and is still present in many old buildings and infrastructure.

Its use continued to grow throughout most of the 20th century until the cancer causing effects of asbestos dust caused its effective demise as a mainstream construction and fireproofing material in most countries.

It was finally banned from Australian building products in 1989, though it remained in gaskets and brake linings until 31 December 2003. It cannot be imported, used or recycled.

Rail industry

Asbestos was widely used in the rail industry, and may be present in any rail infrastructure or rolling stock dating back over a period of more than 50 years. Asbestos may be located in various parts of a rail operator's infrastructure: rail workshops, station buildings, signal boxes, some older sleepers, track ballast, depots and switchboxes. It was also used to insulate signalling and other electrical equipment beside the railway line, and in the production of boiler and pipe insulation, high-temperature gaskets and brake and clutch linings.

Asbestos can also be used to insulate steam locomotives and some diesels, and asbestos-containing insulation was used around rail cars, refrigeration units, pipes, and steam and hot water lines. This has given rise to the increased risks of accidental asbestos exposure by the railway workers working in these railway premises and carrying out loco/rail cars maintenance or repair works.

If rail operators have any questions or concerns regarding asbestos in their rail infrastructure or rolling stock, TSV strongly recommends that you refer to the asbestos website www.asbestos.vic.gov.au or contact WorkSafe Victoria.



PREPARE FOR THE SUMMER HEAT



We have already experienced a hotter than usual October and bushfires have claimed lives and property in both Western and South Australia. The Bureau of Meteorology is predicting a hot summer for Victoria so it is timely to remind operators about the risks that summer poses.

Numerically Tourist and Heritage operators have more passengers than staff or volunteers. Therefore the focus of this article is on how operators manage the risks to safety that hot weather poses for passengers. The controls used to manage these risks need to have been assessed and implemented appropriately.

If you decide to operate the service on hot or very hot days you should have some means of ensuring passenger comfort. You should also have a plan for coping with an emergency.

The body's attempt to regulate the core temperature in extreme heat uses additional metabolic energy and can lead to the onset of fatigue in passengers.

People who are exposed to extreme heat from sun or who over-exert themselves may be at risk of heat stress. The risk increases for people who are 65 years of age or older, are overweight, have heart disease or high blood pressure, or take medications the quality of which may be affected by extreme heat.

Heat stress occurs when our body is unable to cool itself enough to maintain a healthy temperature.

Heat-related illness can range from mild conditions such as a rash or cramps to very serious conditions such as heat stroke, which can kill. Heat can also make an existing medical condition worse, for example heart disease. Operators should remember that heat stress affects not only their passengers but also their workers/volunteers who are responsible for the safe operation of the service.

The onset of fatigue may lead to poor decision making and result in an accident, for example, choosing to cross tracks and misjudging the speed and distance of an approaching train.

Operators should take the following steps to protect passengers from heat stress:

- provide a source of cool water or liquids – one of those refrigerated drink dispensing machines would provide for both passengers and staff/volunteers
- advise passengers to avoid alcohol and drinks with large amounts of caffeine or sugar
- provide cool areas at rest stops or areas where passengers wait to board the train
- monitor passengers who have a profile for heat stress, for example, overweight, older, less mobile
- provide heat stress information in your trains or buildings used by passengers that outlines prevention, symptoms, things that can reduce or manage the severity until medical help arrives.

HEAT STRESS OCCURS WHEN OUR BODY IS UNABLE TO COOL ITSELF ENOUGH TO MAINTAIN A HEALTHY TEMPERATURE



ACCREDITATION: VARIATION AND NOTIFICATION OF CHANGE

Variation of Accreditation

As an accredited rail transport operator (RTO) you are accredited to run trains (heavy or light rail) on specified tracks. From time to time you may want to make changes that are not within the scope and nature of your accreditation and/or condition or restriction of accreditation.

In these instances, you are required to submit a variation to your accreditation under section 54 of the *Rail Safety (Local Operations) Act 2006* (Vic).

To apply for a variation of accreditation, you must complete the Application for Variation of Accreditation form and submit it with all the associated documentary evidence regarding the change to TSV. Contact TSV to obtain the relevant form and do this as early in the process as possible to make sure you are clear about the requirements.

The legislation requires TSV to assess your application and associated

documentation and make a decision within six months. However, the process can be a great deal shorter if you submit a carefully considered and complete application with all the supporting documentation required.

Notification of Change

By law you are required to notify us of certain changes or decisions made within the scope of your accreditation.

You must notify us in writing 28 days in advance in the following circumstances:

- introduction of new or old rolling stock not currently being used
- changing safety critical elements of existing rolling stock
- a change to the one or more classes of rolling stock used
- a change to the safety standard for design of rolling stock
- a decision to adopt a new standard for rolling stock or rail infrastructure

- a change to the frequency or procedures for inspection or maintenance of railway infrastructure
- a decision to change work scheduling practices or procedure on fatigue risk management.

You must notify us in writing as soon as is reasonably practicable if you have made any of the following:

- a decision to design, construct or commission new railway tracks or rolling stock
- change of person or contact details of person who applied for accreditation
- a change to the operator's name, address, trading name or registered business name.

The purpose of notification of change is to inform the Safety Director of certain operational changes that are within the scope and nature of the rail transport operator's accredited railway operations, as specified in the notice of accreditation.



REPORTING OBLIGATIONS OF RAIL OPERATORS

What to report

If you are operating under the Rail Safety (Local Operations) Regulations 2006 (VIC) (RSLOR) you are required to report the following to the Safety Director:

- a railway accident or incident
- a railway notifiable circumstance
- any indicative positive result.

You are also required to provide a monthly report.

What is a notifiable accident or incident?

The Safety Director has specified the things listed below as 'notifiable' accidents or incidents:

- (a) an accident or incident on railway premises that results in
 - (i) the death of a person;
 - (ii) a person requiring immediate treatment as an in-patient in a hospital;
- (b) a running line derailment of any unit of rolling stock;
- (c) a collision between any rolling stock and any person;
- (d) a collision between any rolling stock and any other vehicle, infrastructure, obstruction or object which resulted in significant property damage;
- (e) an implosion, explosion, fire or other occurrence which resulted in significant property damage
- (f) a notifiable accident or incident.

What is a notifiable circumstance?

A notifiable circumstance means a circumstance, act or omission that resulted in, or had the potential to result in, the death or serious injury to any person or significant damage to property and includes:

- (a) any defect in, or failure of, any part of the rail infrastructure;

- (b) any defect in, or failure of, any rolling stock or part of any rolling stock;
- (c) any failure or breach of any rail operations practice, procedure or rule;
- (d) any other circumstance, act or omission the Safety Director has deemed to be a notifiable circumstance.

Can the Safety Director change what is deemed a notifiable accident, incident or circumstance?

In short yes. The Safety Director may decide there is a risk to safety and escalate the severity of a specific type of occurrence to a notifiable accident, incident or circumstance, for example, a fault with specific type of rolling stock or equipment.

What is a monthly report?

All rail transport operators must for each calendar month give the Safety Director a report in the approved form and manner detailing:-

- (a) the total number and classes of rail safety workers in that month
- (b) the total number of passenger journeys travelled in that month
- (c) the total number of track kilometres
- (d) the total number of passenger train kilometres
- (e) the total number of freight train kilometres
- (f) the total number of maintenance train kilometres.

Do I have to provide a monthly report if we don't operate in a specific month?

While an operator may not perform passenger journeys in one or more months, for example during the high fire season, other information required in the monthly report will still be relevant. Further, it is only

when a tourist and heritage operator has been granted an exemption that monthly reports are not required to be submitted. However when an exemption is granted, it is usually on the condition that the information required in a monthly report is included in the operator's annual review and report.

What does an indicative positive result mean?

An operator must notify the Safety Director if a rail safety worker carrying out rail safety work for the rail transport operator has undergone a preliminary breath test, drug screening test or an assessment of drug impairment and the test statement indicates or shows a positive result.

What does a positive result mean -

- (a) if the rail safety worker has undergone a preliminary breath test, the test indicates that the rail safety worker's breath contains alcohol; or
- (b) if the rail safety worker has undergone a drug screening test, the test shows that the rail safety worker may have a prescribed drug present in his or her oral fluid or blood; or
- (c) if the rail safety worker has undergone an assessment of drug impairment, the assessment indicates that the rail safety worker may be impaired by a drug.

When to report

When and how am I required to report this information to the Safety Director?

• Accident or incident -

- (1) You must notify the Safety Director immediately after becoming aware, by contacting

SAFETY INTERFACE AGREEMENTS

the TSV Duty Officer on 1800 301 151, that a railway accident or incident has occurred.

- (2) You must give the Safety Director a record of the railway accident or incident in an approved form within 72 hours after the railway accident or incident. The approved form is a Notifiable occurrence form.

• Notifiable circumstance

You must notify the Safety Director that a notifiable circumstance has occurred in relation to railway operations within 72 hours after becoming aware of the notifiable circumstance. The approved form is a Notifiable occurrence form.

• Monthly report

You must give the Safety Director a report within 10 days after the end of the previous calendar month. The approved form is a Monthly report form.

• Indicative positive result

A rail transport operator must:

- (1) notify the Safety Director within 48 hours after becoming aware
- (2) report in writing and in the approved form - a Notifiable occurrence form
- (3) include in the report a statement of action specifying the response and proposed action to be taken by the rail transport operator against the rail safety worker as a consequence of the positive test result.

What should I do if the time to report has passed?

As all the above are conditions for you to operate, it is better to provide the report late than not at all.

Where can I find further detailed information?

Refer to the following sections of RSLOR:

- accidents and incidents - r41 Definitions, r42, r43.
- circumstances - r41 Definitions, r42, r44.
- monthly report - r46.
- indicative positive result - r34

You can also find information on our website <http://transportsafety.vic.gov.au/rail-safety> or you may prefer to telephone us on 1800 223 022, use the contact us function on the website or send an email to information@transportsafety.vic.gov.au

Safety interface agreements (SIA) were introduced into the rail safety legislation in 2010.

The current requirements are documented in the *Rail Safety (Local Operations) Act 2006* (Vic) (RSLOA) which was previously known as the *Rail Safety Act 2006* (Vic). The Act requires all stakeholders with rail/rail interfaces and road/rail interfaces to assess and manage the risks to safety so far as is reasonably practicable, including entering into an agreement defining how these risks are managed.

Interfaces can include such things as level crossings (where a road crosses rail lines at the same level), pathways (footpaths or shared paths) that cross rail lines at the same level, and bridges carrying rail over road, or road over rail. Operators with road/tramway interfaces are not required by the RSLOA to enter into an SIA, unless the interface is signed as a level crossing. It is however good risk management practice to document the responsibilities associated with the interface in an agreement between the relevant parties.

Rail operators at rail/rail interfaces and rail infrastructure managers and road managers of rail/public road interface must:

- identify and assess risks to safety at interfaces they have responsibility for, so far as is reasonably practicable
- determine measures to manage those risks so far as is reasonably practicable
- seek to enter into SIA with other relevant parties (rail operators, rail infrastructure managers and/or road managers).

Rail operators with interfaces at rail / relevant (non-public) roads must:

- identify and assess risks separately (to the road manager) and consider whether joint management is necessary
- if joint management is necessary written notification is required to be sent to the relevant road manager.
- if the decision is that risks to safety do not need to be managed jointly, this should be documented.

When the manager of a relevant road receives written notification from a rail infrastructure manager, the manager must identify and assess the risks to safety and seek to enter into a safety interface agreement to manage those risks.

Although the RSLOA does not prescribe a defined timeframe for a SIA to be in place or control measures to be implemented, parties must ensure that they are making reasonable efforts to comply with their SIA obligations to avoid breaching the legislation. Monitoring SIAs is part of the accreditation and ongoing auditing/compliance activities under the RSLOA. Audits will involve a review of efforts made to enter into SIA, the risk management process used, as well as the contents of the agreement when they are established. Road authorities or local councils may also be audited for compliance with the RSLOA and requested to provide the relevant documentation.

If a party is unreasonably refusing or delaying efforts to enter into an SIA, TSV may issue a warning to the party, requiring an SIA to be entered into by a set date. If the SIA has not been entered into by this date, TSV may direct the arrangements to be contained within the SIA. TSV has previously utilised these powers to assist in the management of the risks to safety.

SIAs are live documents, which need to be updated regularly, to ensure that they cover any changes in circumstances. A rail transport operator must maintain a register of safety interface agreements to which they are a party and any arrangements, in relation to SIAs, determined by TSV that are applicable to its railway operations.

A well-developed SIA provides confidence that all involved parties are aware of the risks to safety and ensures they are being managed in a systematic cooperative way.

Please contact Transport Safety Victoria for further information.



PUBLIC PATHWAYS NEAR RAIL LINES

Walking and cycling paths regularly run adjacent to or across the rail corridor. These paths provide an excellent facility for the local area and encourage outdoor activities. While these paths are beneficial it is important that rail infrastructure managers consider the associated risks to safety.

Pathways provide a good vantage point for photographing trains and for accessing the rail corridor. These are regularly used by rail enthusiasts to capture unique photos away from the roads/stations. While taking these photos the enthusiast might be tempted to obtain photos close to the rail line which may place the photographer in the path of the train. These paths may also be used by vandals to gain access to the railway, leading to damage to critical components of the rail infrastructure.

Consideration should be given to the risks to safety posed by the pathways near rail lines. These risks to safety include train to member of the public collision and vandalism leading to

an adverse safety outcome, for example, derailment or collision with obstruction. As well as the potential financial and operational risks, it is also important to consider the risks in relation to special or unusual events, as well as the normal day to day running of the railway.

To mitigate these risks a range of control measures are required to be considered and the reasons for selecting or rejecting controls documented. Controls may include lighting, fencing, and public education, for example, fliers on how to safely take photos. When special or unusual events are planned, the presence of extra staff or volunteers along the rail corridor or temporary

fencing may also provide appropriate controls.

Some of the controls identified may not be the responsibility of the rail infrastructure manager and may require cooperation with local government or other external parties. If this is the case, as part of managing the risks to safety, an agreement should be entered into by the relevant parties to document the interface and responsibilities. This may be in the form of an interface agreement, memorandum of understanding or similar document.

Through consideration of the risks to safety, all enjoy the great outdoors and trains can be operated in a safe manner.



USE A SYSTEMS APPROACH TO MANAGE THE SAFETY OF YOUR OPERATIONS

What is a systems approach and why is it important?

Put simply, a systems approach means looking, analysing and assessing things together as well as individually. A systems approach can help manage the unique risks of tourist and heritage rail operations.

Tourist and heritage operators face risks peculiar to their railway operations, some of which include:

- reusing old track and rail components from other operators
- 'mixing and matching' different components which are not necessarily designed to work together such as using different combinations of:
 - wooden, plastic and concrete sleepers
 - fastening systems such as spikes and screws (dogspikes), clips (e-clips/fast clips), spring spike fasteners, track joint and chairs, bolt clamp fastening
- size and quality ballast
- having limited monetary and human resources to adequately manage the track and rolling stock.

What is the difference between a systems approach and the standard approach?

The following examples illustrate the difference between a systems and standard approach in three different areas of rail operations.

Example 1. Asset assessment and maintenance

The Standard approach to asset assessment and maintenance examines the integrity of individual sleepers, fasteners, rail or ballast and fix the immediate failure. An example of this would be to fix the broken component in the rail or rolling stock as it is found.

A Systems approach examines the integrity of each of these components individually as well as looking at how they interact. An example of this would be asking whether the ballast is appropriate for the sleeper, is the fastener working adequately with rail, taking into account:

- ballast quality and depth
- traffic characteristics such as speed, annual tonnage and axle load
- grade
- curvature
- gauging
- rail fastening characteristics
- subgrade characteristics.

Example 2. Risk management

The Standard approach to risk management examines the risk of a single failure of track or an isolated failure such as a brake failure on rolling stock.

The Systems approach to risk management looks at these isolated failures individually as well as together e.g. can failures in the track promote failures in the rolling stock or vice versa, can errors or behaviours of drivers promote failures in rolling stock or track?

Example 3. Incidents and accidents

The Standard approach to investigating incidents and accidents looks at what component failed or who made the error.

A Systems approach examines these aspects as well as investigating why the component failed, what is in the system that allowed the error to occur, or what procedures, people and systems failed.

Two benefits of using a systems approach

1. To better manage resources and maintenance costs

Taking a systems view means you will have a better idea how each of your components works together, especially those you decide to 'mix and match'. You can then better plan and manage maintenance of your track and rolling stock knowing when, where and what maintenance is required. You will understand, for example, how traffic characteristics, such as speed, annual tonnage and axle load, impact the wear and tear of your track. Knowing this can then help you manage your resources in the most efficient and effective manner.

2. To better avoid and mitigate failures, incidents and accidents

Taking a systems approach means you will be better at avoiding and mitigating failures. You will understand how the components of your track work together to create areas of resilience or against each other to create weaknesses and opportunities for incidents and accidents to occur. Knowing this means you can design and implement controls that better protect the safety of your operations.

WHERE TO GET MORE INFORMATION

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