

RAIL LINES — PINJARRA — DERAILMENT

2719. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

I refer to a train derailment on 24 December 2012 in Pinjarra, and I ask:

- (a) has an investigation into the incident taken place;
- (b) if yes to (a), who performed the investigation;
- (c) if no to (a), why not;
- (d) what were the outcomes of the investigation;
- (e) will the Minister table a copy of the report and, if not, why not; and
- (f) as this rail incident occurred at the entrance of a mine site, who is responsible for investigating the incident and why?

**Hon Jim Chown replied:**

- (a) Yes, there was a derailment at the Alcoa private siding at Calcine on that day.
- (b) A joint investigation was undertaken by Australia Western Railroad and Brookfield Rail.
- (c) Not applicable
- (d) The train operator was found to have made an error and departed the Calcine siding by passing through a control signal indicating a danger aspect (a red signal). In consequence the train derailed at the “catch points” which are designed to derail and stop rolling stock when unauthorised train movements or runaways occur.
- (e) Rail safety investigation reports are not made public. If reports are to be made public, this could be detrimental to safety and the relationship between the independent regulator and operators.
- (f) Under the *Rail Safety Act 2010* the Office of Rail Safety is responsible for regulating safety of railway operations and, under Section 83, the rail operators involved in a rail incident investigate and report to the Office of Rail Safety when required by the Rail Safety Regulator. The *Rail Safety Act 2010* also makes provision in Part 6 for the CEO or the Rail Safety Regulator to appoint an independent investigator in some circumstances to investigate and report on a rail safety matter. The incident at Calcine was undertaken by the rail operators following a notice issued under Section 83.