

MEDIA RELEASE

10 April 2013

TRAIN DERAILMENT – SOUTH LINE

TasRail confirms that a train derailed on the South Line last night at approximately 9:30 pm. No one was injured in the incident. The South bound train consist comprised 5 locomotives and 28 wagons but only four of the wagons derailed (within the railway corridor) near Colebrook.

As per the new National Rail Safety Law and Regulations, TasRail immediately notified the Australian Transport Safety Bureau (ATSB) of the incident. The ATSB will be conducting an investigation, with the full co-operation and assistance of TasRail.

Two of the four derailed wagons were empty at the time of the incident. The other two wagons were carrying material classified as 'Dangerous Goods' – comprising one tanktainer of Phosphoric acid and two containers of Sodium Hypsulphite.

TasRail CEO Damien White advised that TasRail has detailed procedures in place for the transport and management of Dangerous Goods. "As soon as the derailment occurred, TasRail promptly notified the Tasmania Fire Service (TFS) and the Environment Protection Authority (EPA)", he said.

"All TasRail locomotives carry spill kits and the prompt action taken by staff to place bunding around the tanktainer resulted in the initial spillage being confined", Mr White said. "The TFS attended the scene last night and sealed the tanktainer leak".

Mr White said the public should not be concerned, reiterating that dangerous goods are transported by road and rail every day. "As a precaution, TasRail requested the TFS return to the derailment site today to oversee the recovery of the two Dangerous Goods wagons, and this is standard practice", he said

TasRail crews are currently working to clear the site and repair the approximately 2.5 kilometres of track damage. The North/South Line is expected to re-open late tomorrow.

Mr White said it was disappointing that last night's derailment occurred, but he reinforced that the number and severity of mainline derailments had significantly reduced under TasRail's ownership. For the 2012/13 financial year to date, TasRail has reported a total of five mainline derailments, two of which were minor and the result of human error. This compares to a total of two of the 2011/12 financial year, and a total of five for the 2010/11 financial year.

"To put this into context, the previous owners of the business were reporting more than one mainline derailment per month", Mr White said. "TasRail has made very real progress over the past three years to improve track condition, safety and service

reliability, and to restore customer confidence, but it is widely recognised that the age and condition of the current fleet of locomotives and wagons, combined with the quantum of inherited track maintenance defects, are contributing factors to derailments”, Mr White said.

TasRail expects to start taking delivery of the first of its new locomotives and wagons later this year, and it recently commenced the installation of a first tranche of concrete sleepers to eliminate priority tight radius curves on the South and Western Lines. TasRail is seeking a share of available Nation Building Two funding to ensure that it can build on track condition improvements to date.

ENDS

For more information or comment:

Jennifer Jarvis

General Manager Corporate Services

Telephone: 03 6335 2603 or mobile 0428 139 238

About TasRail

TasRail is a State-owned Company, established on 1 December 2009 by an Act of the Tasmanian Parliament. The principal objectives of the business are set out in the Rail Company Act 2009 and require the Company to operate a rail business in Tasmania, effectively and efficiently and to operate its activities in accordance with sound commercial practice.

With a direct workforce of around 250 men and women, Tasmania’s current freight task is approximately 2.5 million tonnes per year – generating annual revenue in the order of \$30 million. Since it was established, TasRail has spent \$97.7 million purchasing goods and services from more than 900 Tasmanian Companies.

TasRail conservatively estimates that the freight it transports by rail each year effectively removes the equivalent of 100,000 B-Double truck movements from the State’s road network. Even after taking into account the total of TasRail’s reported annual carbon emissions (fuel and energy), this equates to a net reduction in greenhouse gas emissions of some 45,800 tonnes.