

## MEDIA RELEASE

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### LIGHT AT THE END OF THE TUNNEL REGARDING HORN NOISE

On Friday last week a Risk Assessment workshop was held involving our external risk consultant (David Edwards from Australasian Risk Solutions), and TasRail Locomotive Drivers and management personnel. Also present was the Tasmanian representative of the Office of the National Rail Safety Regulator (ONRSR).

CEO Damien White said that he appreciated the community's patience on this issue, however, considering that level crossing accidents are the most significant risk for TasRail, any reduction to existing risk controls need to be very carefully considered and assessed.

A series of immediate, medium and long-term solutions are now under consideration, and are expected to provide a significant reduction to the issues being experienced by residents adjacent to the rail lines.

The most immediate proposed changes are now being assessed with the objective to have them implemented within the next seven days. The implementation process includes providing appropriate detailed advice of the changes to the ONRSR.

Previously mentioned "Quiet Zones" remain part of the medium and long-term solutions, and will require substantial community engagement to change road users' behaviours and consideration for closing low-volume level crossings.

Reinforcing the continuing community behavioural issues that we have at level crossings in Tasmania are the incidents reported below that were experienced in Ulverstone during the past week;

- *18 June - cyclist rode through level crossing at Reiby Street, Ulverstone – approximately 20 metres in front of train*
- *18 June - vehicle purposely stopped on the active level crossing at Buttons Road, Ulverstone in front of approaching train – then drove off*
- *19 June - 2 cars drove through activated road crossing at Main Street Ulverstone – police were at the crossing and followed the vehicles*
- *20 June - cyclist rode in front of train at Main Street Ulverstone, ignoring bells and lights*

"Let's not forget that Tasmania has 6 times the national average of level crossing incidents," Mr White said. "We adopted the existing standards for a reason and we need to be very sure that any reduction in them has a clear, risk and evidence based approach."

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