



*A program to replace wooden sleepers with concrete ones continued throughout the year*

## Compliance

### 1. Rail Safety

#### Accreditation

The organisation demonstrated continuing compliance with the requirements of the *Rail Safety Act 1998* and rail safety accreditation as an owner and operator of a railway.

#### Safety Standards and Measures

The safety management plan addressing the requirements of *Australian Standard AS 4292.1 Railway safety management - Part 1: General and interstate requirements* was revised to take account of ongoing changes made to the organisation, the responsibilities and authorities. The revised document was submitted to the Director Rail Safety in accordance with the *Rail Safety Act* section 10(2).

The rail safety and occupational safety and health plans were combined into one PTA safety plan in 2004. This has facilitated the development of one safety system, enabling processes to be streamlined, avoiding duplication of documentation and assisting the organisation in working towards achieving accreditation to AS/NZ 4801:2000. This work is ongoing.

#### Compliance Inspections and Reporting

The annual rail safety compliance audit was conducted by the Office of Rail Safety in November 2004 and a report was issued on 15 December 2004. The Rail Safety Audit found eleven non-compliances and 23 observations, of which all but two were closed out at 30 June 2005. There were no directions issued to undertake remedial safety work as a result of a safety compliance inspection.

The PTA *Annual Safety Report* to the Director Rail Safety dealing with the general conduct of the railway operations for the year ended June 2004 showed there were 435 notifiable occurrences reported (Category A and Category B). Notifiable occurrences are defined in the Rail Safety Regulations 1999 as Category A (serious injury, death, or significant damage) or Category B (potential to cause a serious accident) and National Definitions under instructions issued on 15 December 2004.

There was a sharp rise in the number of notifiable occurrences as a result of the change to reporting in accordance with the National Definitions which include a much broader reporting requirement.

## Compliance

### **Inquiries and Inspections**

There were no independent investigations involving a person's death, serious injury or major damage to property conducted under the direction of the Director Rail Safety for the year under review.

The Director Rail Safety issued a number of instructions in accordance with Section 39(3) of the *Rail Safety Act* for the organisation to conduct an investigation and provide a written report.

Investigations into Category A occurrences included:

- The derailment of a track machine at Daglish.
- The collision of a Prospector railcar engine compartment door and a signal at Merredin.

### **Notifiable Occurrences**

During the year there were eight Category A and 427 Category B incidents reported, a marked increase on previous years. This reflected the altered requirement to report in accordance with the National Definitions.

Reporting in accordance with the National Definitions commenced on January 1, 2005. The 2005/06 figures will be the first year that all the reporting will be carried out in line with the new requirements.

## **2. Occupational Safety and Health**

The strong focus on safety and health as a core value of the organisation continued during the past year. Training in occupational safety and health continued to be a priority with many managers and supervisors completing a two-day training course on their occupational safety and health responsibilities.

Safety committees continued to function effectively. Safety representatives attended a transitional training course for the changes to the Act, which included Provisional Improvement Notices.

### **OSH Reporting System**

The SiteSafe reporting system, which was launched on 1 July 2004, enables the organisation to capture reported hazards, near misses and incidents and will facilitate interrogation of data to analyse trends. Ongoing training in the use of the system is being provided to people at all levels of the organisation.

The system has been expanded to include the recording and management of workers' compensation claims.

### **Injury Management**

In 2004/5, the PTA implemented improved workers' compensation and injury management practices, focussing in particular on the management of claims within the Transit Guard area.

The Injury Management Coordinator has the responsibility to manage each individual case in accordance with the Workers' Compensation and Injury Management Act. Professional advice, to assist in difficult claims, is sought when necessary.

The new approach undertaken for case management of these claims significantly reduced the turn-around from date of injury to return to normal duties.

Whereas the total number of injuries sustained by PTA employees remained steady from 2003/04, the number of lost-time injuries decreased markedly in 2004/05. The lost-time injury frequency rate for the organisation for the year was 48.63 per million hours worked, compared with 83.03 for the previous year.

This improvement is primarily due to a decrease in the Transit Guard area. These results suggest that the PTA's improved workers' compensation and injury management practices are functioning to get employees back to meaningful work sooner after an injury, which has associated positive effects on the length and cost of claims, as well as employee morale and wellbeing.

### **Health Assessment Standards**

On July 1 2004 the National Transport Commission introduced the National Standard for Health Assessment of Rail Safety Workers. The standard applies to all rail safety workers as defined in the *Rail Safety Act*. The Standard relates to health assessments and procedures for monitoring the health and fitness of workers to perform rail safety duties. There is a phase-in period for all the rail safety medicals to be undertaken, dependent on the risk category of the worker.

Procedures have been developed and processes have been put in place to ensure that the PTA completes the relevant medicals in the allotted time frame. A Health Management Plan is in place which documents the process for managing employees who are deemed temporarily or permanently unfit for their particular risk category.

Category 1 rail safety critical workers are due to have all medicals completed by December 2005. This group includes all train drivers and the PTA is on target to complete the medicals within the required timeframe. Category 2 rail safety critical workers have a further six months to complete their medicals. Category 3 and 4 medicals are required as they become due.

### **Testing for Alcohol and Other Drugs**

Random testing of employees and contractors for alcohol and other drugs continued throughout the year as part of the organisation's alcohol and other drugs control program. No adverse trends were identified.