

**TITLE/SUBJECT:**

Inland Rail: N2NS SP1 – Near Miss Train to Vehicle

**Type:** Serious near miss

**LOCATION**

Inland Rail Narrabri to North Star – SP1 (N2NS – SP1), Ten Mile Lane Level Crossing 609.300km

**EVENT DESCRIPTION**

On Saturday 26 November 2022 at approximately 10:30am, a fully loaded 6 wheel tipper truck crossed the Ten Mile Lane passive level crossing in front of an Xplorer passenger train travelling at approximately 120km/h. The train driver activated the emergency brakes, coming to rest approximately 200m past the level crossing.

The train driver notified ARTC network control of the near miss. Welfare checks were made and an investigation commenced. No injuries or damage were sustained.

The animation linked below was developed as a re-creation of the incident. A summary of the contributing factors and key lessons from the associated investigation are also included.

We recognise that the incident scene may be confronting, particularly for those directly involved, so viewer discretion is advised.

To view the re-creation, click on the link below or scan the QR code that applies to you. External contractors will be prompted to enter the password shown below.

Approved by: Mark Blackmore, Health and Safety Manager,  
Delivery

Applicability: All ARTC staff &  
contractors

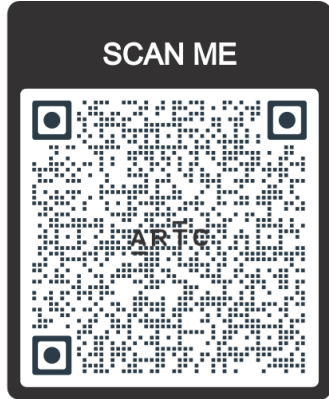

Issued by: Inland Rail - Safety

HSE Category: **Rail Safety**

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ARTC / Inland Rail employees	
<b>Link:</b> <u>N2NS SP1 – Near Miss Train to Vehicle re-creation for employees</u>	<b>QR code:</b> 
External contractors	
<b>Link:</b> <u>N2NS SP1 – Near Miss Train to Vehicle re-creation for external contractors</u>	<b>QR code:</b> 
<b>Password:</b> Safety1700	



## KNOWN CONTRIBUTING FACTORS

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- The truck driver failed to stop at the level crossing.
- There was no safeworking team participation in planning for the handback of the possession. Project teams who were working adjacent to the corridor and outside of the danger zone were not fully briefed on the change in work environment and the hazards of working around an operational rail line.
- The task risk assessment was updated to include the risk of live rail, but it was lacking specific detail on the speed the trains would be operating in the newly commissioned area.
- No coordination meeting was held with full participation to discuss the changes to the process and additional risks presented after the handback was completed.
- There was a lack of awareness or appreciation of the train speed.

## KEY LESSONS TO BE SHARED

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This incident serves as a reminder of the [ARTC Fatal and Severe Risk #1 Vehicle Accidents](#) and [ARTC Fatal and Severe Risk #3 Struck By Rail Traffic](#).

Project teams must ensure stakeholder collaboration between relevant teams with a focus on the possession handback process and the risks from changes to work sites.

When commissioning new sections of rail line, projects should explore the potential use of rumble strips and additional signage on approach to level crossings to notify drivers of the change in conditions.