



Transport Accident Investigation Commission

OIA No. 362

29 March 2023

Patrick Dunford

Email: fyi-request-21998-4a01f19f@requests.fyi.org.nz

Dear Mr Dunford

Decision on information request

Thank you for your request for further information about Rail inquiry RO-2020-103, and its similarities to other level crossing collisions.

Please see replies to your questions below.

1. Given that there are many level crossings around New Zealand that have this situation where a level crossing is very close to a road intersection where a right turn can bring a vehicle into a crossing within a short distance of completing a turn, does TAIC have any confidence that roading authorities in NZ are addressing this issue?

The Commission's purpose is to determine the circumstances and causes of accidents and incidents with a view to avoiding similar occurrences in the future, rather than to ascribe blame to any person. (See Section 4 of the TAIC Act 1990)

Once the Commission investigates and determines the circumstances or causes of an occurrence, it makes recommendations to relevant parties. These recommendations challenge the status quo, and any steps taken by the relevant party to implement them are published either in the final report or on our website.

The Commission keeps an open line of communication with those it makes recommendations to. NZ regulators report to the Minister of Transport every six months on the status of recommendations.

Given the Commission is not a regulator or monitoring agency, it is not appropriate for it to comment on another agency outside of an inquiry. Your question may be better directed to the Ministry of Transport.

2. Exactly what measures has Waka Kotahi implemented either as a result of this report or as a result of the reports cited above from 1993 in order to address the issue of level crossings that are too close to intersections?

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A request for transfer was sent to Waka Kotahi on 7 March 2023 and accepted as they are better able to answer it.

3. The report cites as a finding at 6.5/6.6 a safety recommendation that the rule that does not require large PSVs to stop at level crossings be reviewed. Did TAIC consider at any time that the safety of vehicles that are not subject to this rule could still be an issue despite the previous safety recommendations resulting from the earlier reports.

The Commission is unable to provide information beyond the material covered in its published report. This is because it has no discretion regarding the confidentiality requirements of the Transport Accident Investigation Commission Act 1990.

The Commission considers many lines of inquiries and balances the information provided in its report to focus on matters that in its view raise future safety issues.

4. Which agency is leading in doing safety reviews of level crossings. Is this solely a KiwiRail requirement, or is WK also involved?

Waka Kotahi NZ Transport Agency lead in all safety improvements that are on the State Highway level crossing network.

KiwiRail lead in all safety improvements that are outside of the State Highway network.

If you are unhappy with our handling of or decision on your information request, you may make a complaint to the Ombudsman. However, please talk to us first to see if the issue can be resolved.

Yours Sincerely



Cathryn Bridge
General Manager Business Services