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IRSC 2025

**Advancing Railway Safety through
Innovations and Collaborations**

Hong Kong, China 25th - 30th November 2025

Traveston Derailment

Angus Mitchell
Chief Commissioner
ATSB



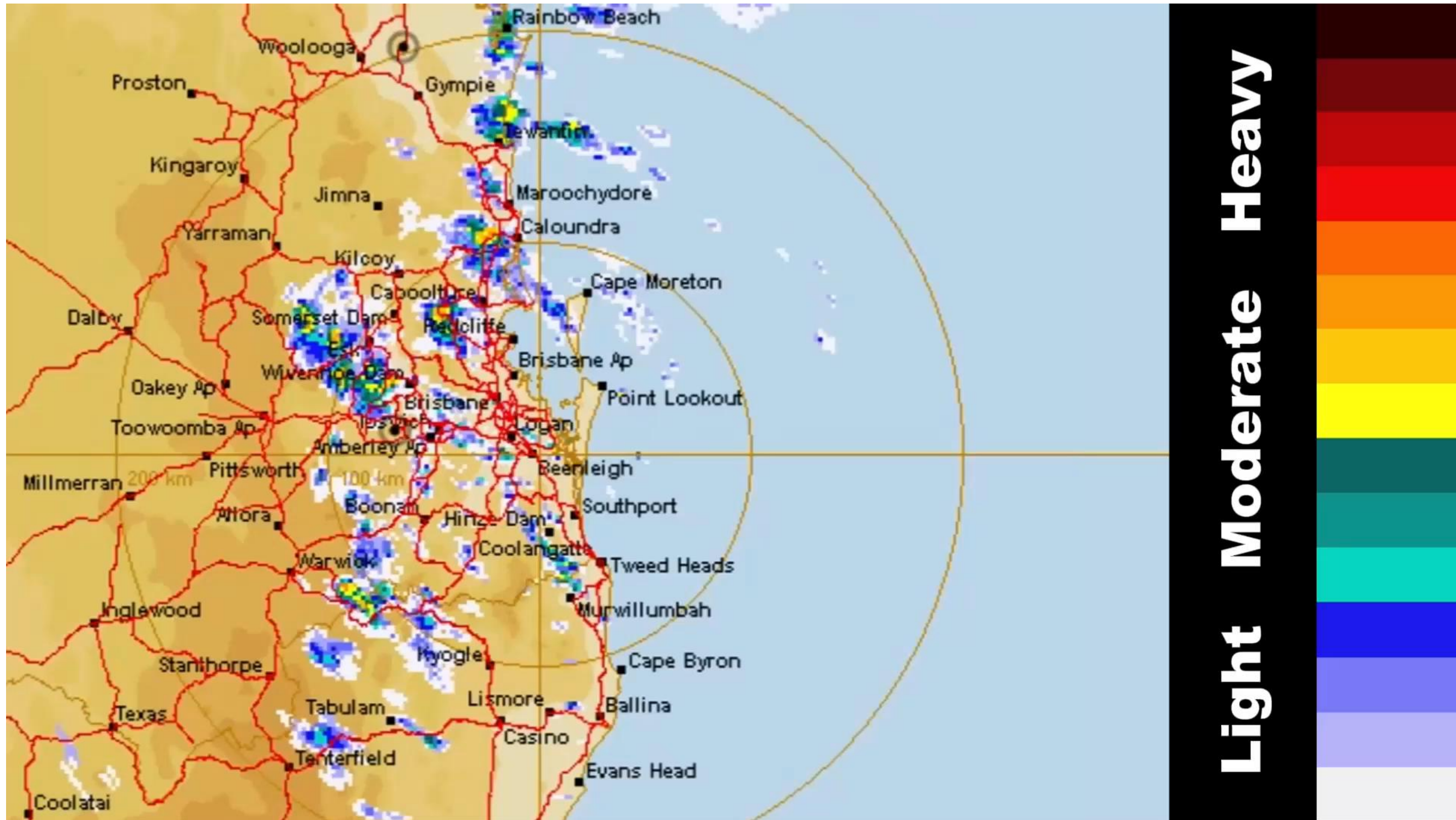


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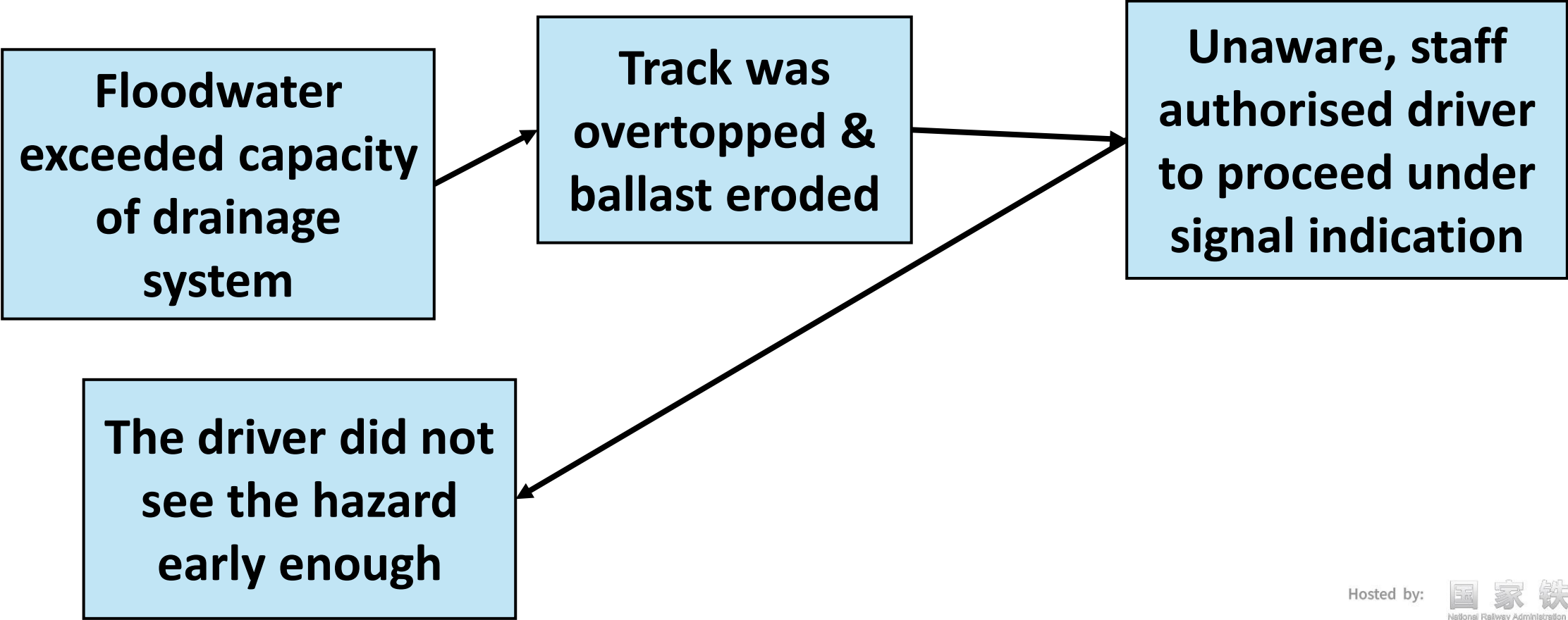
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For illustrative purposes only. Not for further analysis

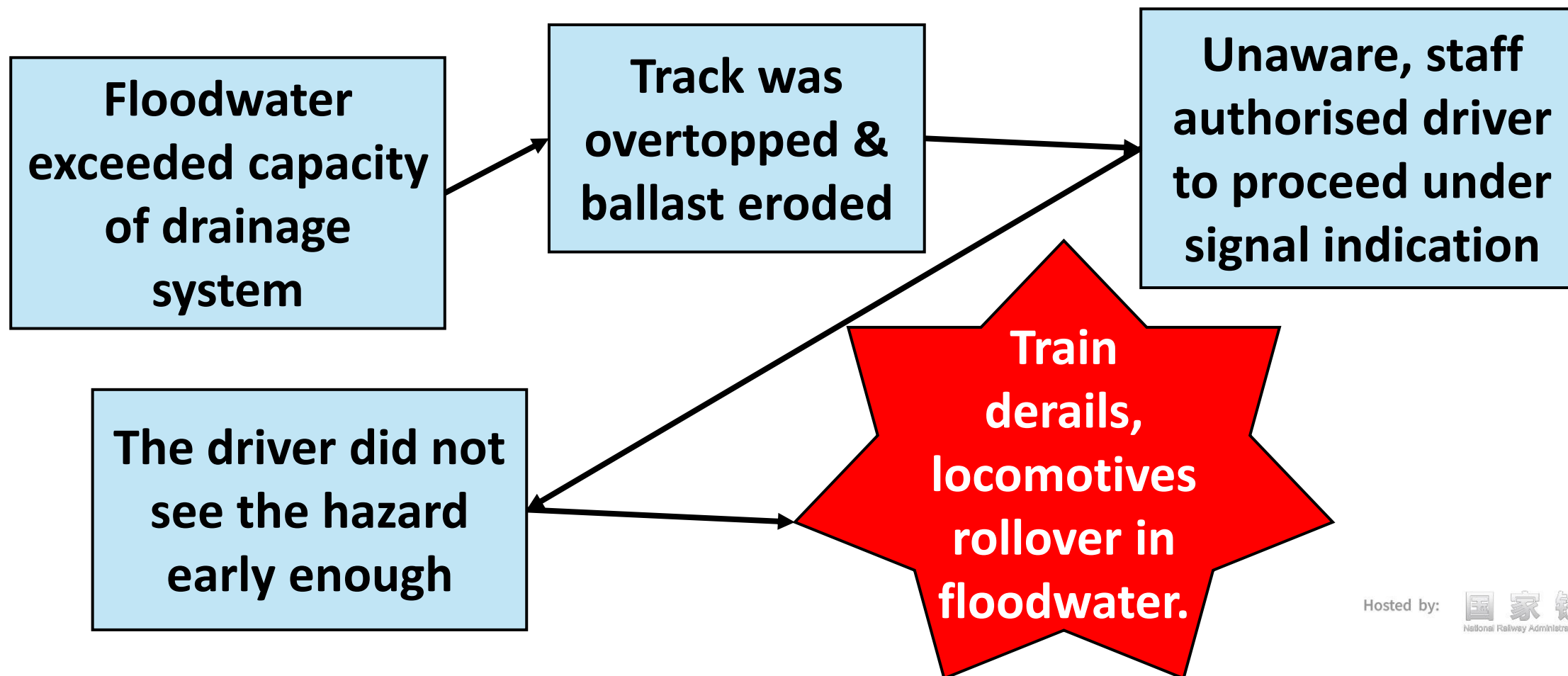
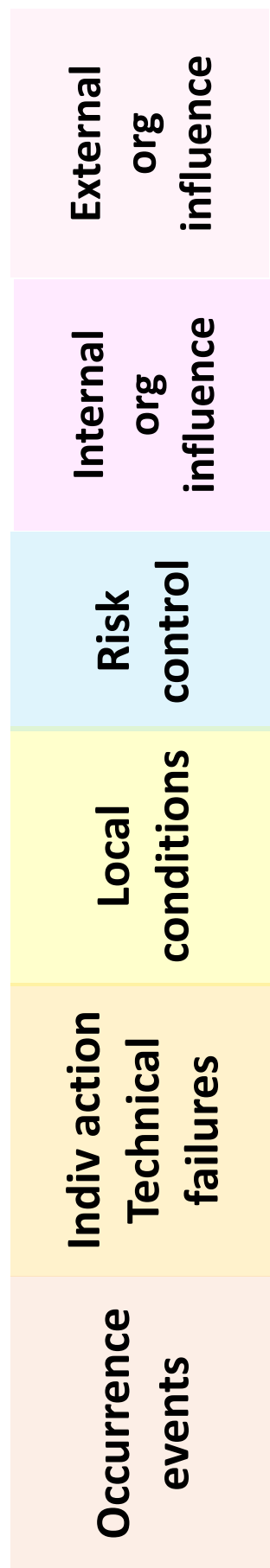


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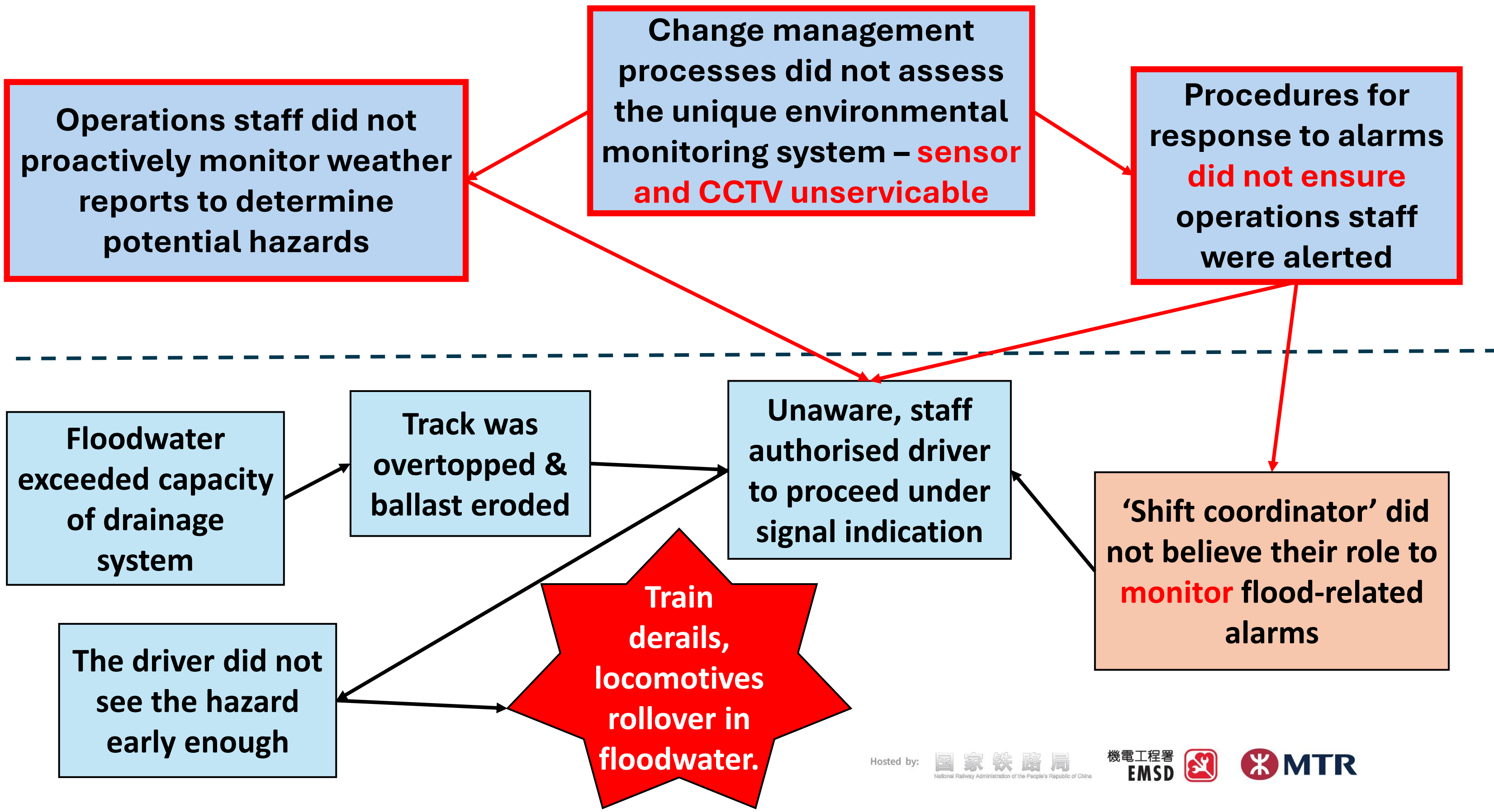
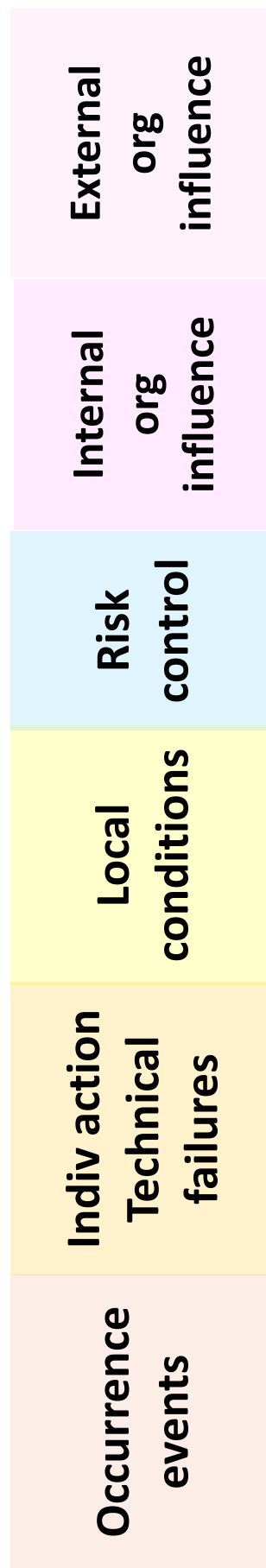


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Survivability

Emergency exit pathway through a side window was inadequate to ensure a prompt and limited access by emergency services.



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Findings – other safety factors

The monitoring station **rainfall sensor** and CCTV were **unservicable** at the time of the derailment.

The **Rail Infrastructure Manager** did not have an effective means to ensure that **Network Control Centre** was aware that sensors were unservicable.



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Actions taken

The infrastructure manager has since implemented:

- enhanced alarm notification systems,
- upgraded training programs,
- improved equipment serviceability protocols, and
- strengthened operational procedures to manage **adverse weather events**.

The operator has developed an **access and egress** compliance strategy



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Safety Message

Importance of serviceable monitoring equipment **and** for network operations personnel to be alerted to any hazardous conditions.

Training for personnel must ensure they can effectively **identify** and **assess** conditions affecting network during weather events

Importance of systems to address evacuation hazards following a derailment and rollover – in particular for **driver-only** and **remote** locations



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