



FREEDOM OF INFORMATION COVERSHEET

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI reference: 21-128

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	n/a
5. Fees	waived
6. Processing time (in working days)	48 days
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a

From: [REDACTED]
To: [MPC.FOI](#)
Cc: [REDACTED]
Subject: FOI Request RE CAF Urbos 3
Date: Thursday, 18 November 2021 3:30:22 PM
Attachments: [image001.jpg](#)

Good afternoon,

RE: FREEDOM OF INFORMATION REQUEST – CAF Urbos 3 Cracking Issue

I write to request under the *Freedom of Information Act 2016* any correspondence, briefing materials, and other relevant documents from November 2019 to present, regarding:

- Known issues and mentions of cracking with the CAF Urbos 3 LRV operating in other jurisdictions following acquisition.

I ask that my request be transferred to other entities that may hold relevant documents.

Duplicate and draft documents may be excluded.

Should you require any further information or clarification about my request, please contact my office on [REDACTED].

Kind regards,

[REDACTED]



ACT
Government

Transport Canberra and
City Services



Dear [REDACTED]

Freedom of Information Request - Reference 21-128

I refer to your applications for access to government information received by Transport Canberra and City Services (TCCS) by way of transfer from Major Projects Canberra on 18 November 2021. It is my understanding that you are seeking access to the following government information under the *Freedom of Information Act 2016*:

Any correspondence, briefing materials, and other relevant documents from November 2019 to present, regarding known issues and mentions of cracking with the CAF Urbos 3 LRV operating in other jurisdictions following acquisition.

A decision was originally due to you on 16 December 2021. I thank you for agreeing to an extension until 28 January 2022.

Authority

I am an Information Officer appointed by the Director-General under section 18 of the Act to deal with access applications made under Part 5 of the FOI Act.

Decision on access

In accordance with the FOI Act, searches were conducted of records held by TCCS between 1 November 2019 and 18 November 2021. These searches identified 62 records as relevant to your application.

In accordance with section 43 of the FOI Act, I have refused to deal with your application where the relevant information is available:

- 21 documents were available to the public at the time your application; and
- Disclosure of information contained within 8 records was decided by Major Projects Canberra on 13 January 2022.

In accordance with the FOI Act, I have considered the public interest in disclosing information contained within the remaining 33 records. I have decided to:

- provide you with full access to 3 records.
- provide you with partial access to 20 records; and
- refuse access to 10 records.

My reasons for this decision are detailed further in the Statement of Reasons.

Statement of Reasons

In making my decision on disclosing government information, I must identify all relevant factors in schedule 2 of the FOI Act and determine, on balance, where the public interest lies. In reaching my access decision, I have taken the following into account:

Factors favouring disclosure in the public interest (Schedule 2, Section 2.1)

- Schedule 2.1(a)(i) - promote open discussion of public affairs and enhance the government's accountability;
- Schedule 2.1(a)(ii) - contribute to positive and informed debate on important issues or matters of public interest;
- Schedule 2.1(a)(iii) - inform the community of the government's operations, including the policies, guidelines and codes of conduct followed by the government in its dealings with members of the community;
- Schedule 2.1(a)(iv) - ensure effective oversight of expenditure of public funds.

Factors favouring non-disclosure (Schedule 2, Section 2.2)

- Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016*;
- Schedule 2.2(a)(x) - prejudice intergovernmental relations; and
- Schedule 2.2(a)(xii) - prejudice an agency's ability to obtain confidential information.

I consider that it is in the public interest to release some of this information found to be relevant to your application. However, in some instances, I have found disclosure of some information to be contrary to the public interest.

Personal information

In reviewing the information in scope of your application, the personal information of third parties was identified. I have considered that the personal information is not readily available to the public and is likely to prejudice the protection of an individual's right to privacy under the *Human Rights Act 2004*.

Factors in favour of release can still be met while protecting the personal information of these individuals. The protection of this information outweighs disclosure in this instance.

Confidential information and intergovernmental relations

Some of the relevant records have come into the possession of Transport Canberra and City Services through communications with other jurisdictions. This information was provided to TCCS with an expectation that the information would be treated as being in confidence.

I have considered that the disclosure of this information is likely to prejudice TCCS' ability to obtain confidential information. The exchange of information between

governments in this way enables the timely exchange of information that contributes to informed deliberations and can impact on the management of a function of TCCS. I have further considered that the disclosure of this information provided in confidence is likely to prejudice intergovernmental relations.

I have found that maintaining intergovernmental relations and obtaining confidential information outweighs the factors favouring disclosure in this instance. As such, I find that the disclosure of this information is contrary to the public interest.

A copy of the records, with deletions applied to information, which is contrary to the public interest, is enclosed at [Attachment B](#).

Charges

In accordance with section 107, a fee of \$5.09 has been waived as you are a Member of the ACT Legislative Assembly.

Online publishing – disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents will be published in the TCCS disclosure between 3 – 10 business days from the date of this decision.

Your personal contact details will not be published. You may view the TCCS' disclosure log [by clicking this link](#).

Ombudsman review

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek an Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in TCCS' disclosure log or a longer period allowed by the Ombudsman. If you wish to request a review of my decision, you may write to the Ombudsman at:

The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601
Via email: actfoi@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

Under section 84 of the Act, if a decision is made under section 82 on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision. Further information may be obtained from ACAT at:

ACT Civil and Administrative Tribunal
Level 4, 1 Moore Street
GPO Box 370
CANBERRA CITY ACT 2601
Telephone: (02) 6207 1740
www.acat.act.gov.au

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the TCCS FOI team on (02) 6207 2987 or email to tccs.foi@act.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Meghan Oldfield', written in a cursive style.

Meghan Oldfield
Information Officer

28 January 2022

FREEDOM OF INFORMATION REQUEST SCHEDULE

Please be aware that under the Freedom of Information Act 2016, some of the information provided to you will be released to the public through the ACT Government's Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.

Information about what is published on open access is available online at: https://www.tccs.act.gov.au/about-us/freedom_of_information/disclosure-log

Factors favouring non-disclosure:

Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016*.

Schedule 2.2(a)(x) - prejudice intergovernmental relations

Schedule 2.2(a)(xii) - prejudice an agency's ability to obtain confidential information

File number

WHAT ARE THE PARAMETERS OF THE REQUEST

FOI – 21-128

Records from November 2019 to present, regarding known issues and mentions of cracking with the CAF Urbos 3 LRV operating in other jurisdictions following acquisition.

Document number	Page Number	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1 – 5	Covering Brief - Motion on Light Rail Nov 2021 - SIGNED	27/11/2021	Partial access	Some information is outside of the scope of this application	Documents will be published on the TCCS Disclosure log
2	6 – 7	SPV-CCOMM-005346	11/03/202	Partial access	Schedule 2.2(a)(ii)	
3	-	PMP_Carbody Issue Canberra Trams	19/07/2019	Refuse	Please refer to the decision made by Major Projects Canberra: here	
4	8 – 10	CMA LR-CCOMM-013880	25/03/2020	Partial access	Schedule 2.2(a)(ii)	

5	11 – 12	SPV-CCOMM-005481 Response to COO-051-084 (4)	27/04/2020	Partial access	Schedule 2.2(a)(ii)
6	13 – 18	CMA LR-CCOMM-014868	04/11/2020	Partial access	Schedule 2.2(a)(ii) Out of scope
7	19 – 23	00.Project Board Paper - Inner West Light Rail Cracking	24/11/2021	Partial access	Some information is outside of the scope of this application
8	-	Project Board Paper - Attachment B - LRV Cracking Issues FAQ Key Messages 8 Nov 2021	08/11/2021	Refuse	Please refer to the decision made by Major Projects Canberra: here
9	24 – 26	Attachment D - TCCS Contingency Planning	Undated	Full access	Not applicable
10	27	Attachment A - Resolution - Light rail vehicle fleet - 10 Nov 21 - Min for TCS	15/11/2021	Full access	Not applicable
11	28	Amendment of motion	10/11/2021	Full access	Not applicable
12	-	Report: Office of Transport Safety Investigations (OTSI)	29/10/2021	Refuse	Publicly available at: Link
13	-	Technical note	Undated	Refuse	Please refer to the decision made by Major Projects Canberra: here
14	-	Response to Assembly Resolution of 10 November 2021 – Light Rail Vehicle Safety	12/2021	Refuse	Publicly available at: Link
15	-	CAF Light Rail vehicles and issues in NSW - CLEARED	18/11/2021	Refuse	Please refer to the decision made by Major Projects Canberra: here
16	29 – 31	Covering Aconex from Territory [REF_ CMA LR-GCOR-008249]	12/11/2021	Partial access	Out of scope Schedule 2.2(a)(ii)
17	32	Letter From Territory - CAF Urbos 3 Cracking	12/11/2021	Partial access	Schedule 2.2(a)(ii)

18	33 – 34	Letter From Canberra Metro- CAF Urbos Structural Integrity [REF_ CMA LR-GCOR-008249]	16/11/2021	Partial access	Schedule 2.2(a)(ii)
19	35	Letter From Canberra Metro- CAF Urbos Structural Integrity Update [REF_ CMA LR-GCOR-008249]	17/11/2021	Partial access	Schedule 2.2(a)(ii)
20	36 – 37	Letter from CAF- Bogie Box Area Regular Inspections - CRA-CMO-045_17112021 [REF_ CMA LR-GCOR-008249]	17/11/2021	Partial access	Schedule 2.2(a)(ii)
21	-	RE CAF's official statement about West Midlands Metro precautionary operation suspension	15/06/2021	Refuse	Please refer to the decision made by Major Projects Canberra: here
22	38 – 39	Edinburgh Trams	16/11/2021	Partial disclosure	Schedule 2.2(a)(ii)
23	-	Briefing Note - Ministerial - ACT - Cracks in Sydney light rail vehicles - 12 November 2021	17/11/2021	Refuse	Schedule 2.2(a)(x) Schedule 2.2(a)(xii)
24	-	Briefing Note - Ministerial - ACT - Cracks in Sydney light rail vehicles	12/11/2021	Refuse	Schedule 2.2(a)(x) Schedule 2.2(a)(xii)
25	-	SLR - Urbos 3 - Cracked Rotation Stops	12/11/2021	Refuse	Schedule 2.2(a)(x) Schedule 2.2(a)(xii)
26	40 – 41	LRV Bogie Rotational Bracket (bump stop) Cracking- Sydney Inner West	05/11/2021	Partial access	Some information is out of scope Schedule 2.2(a)(ii)
27	-	CAF cracks - History and Future- Canberra version	09/11/2021	Refuse	Schedule 2.2(a)(x) Schedule 2.2(a)(xii)
28	-	External Input Request - Canberra Light Rail Nov 2021	11/2021	Refuse	Please refer to the decision made by Major Projects Canberra: here

29	-	Email Correspondence SNC - Subject URBOS cracked yaw brackets	11/11/2021	Refuse	Please refer to the decision made by Major Projects Canberra: here
30	-	Email from TfNSW - SYDNEY URBOS FLEET - CRACKING	05/11/2021	Refuse	Schedule 2.2(a)(x) Schedule 2.2(a)(xii)
31	-	Photograph of Sydney Urbox Fleet Cracking Ref: 2123 - Attachment to A32160252	05/11/2021	Refuse	Schedule 2.2(a)(x) Schedule 2.2(a)(xii)
32	-	Photograph of Sydney Urbox Fleet Cracking Ref: 2112 - Attachment to A32160252	05/11/2021	Refuse	Schedule 2.2(a)(x) Schedule 2.2(a)(xii)
33	-	Photograph of Sydney Urbox Fleet Cracking Ref: 2118 - Attachment to A32160252	05/11/2021	Refuse	Schedule 2.2(a)(x) Schedule 2.2(a)(xii)
34	-	Email – CONFIDENTIAL - LRVs and Retrofit Lessons from UK	27/04/2021	Refuse	Schedule 2.2(a)(x) Schedule 2.2(a)(xii)
35	-	CONFIDENTIAL Tech Note from - LRS2 Birmingham LRVs - Attachment to A32160761	23/04/2021	Refuse	Schedule 2.2(a)(x) Schedule 2.2(a)(xii)
36	-	Media article: UITPANZ Daily News - 10 November	10/11/2021	Refuse	Publicly available
37	-	Media article: Transport Minister expects Spanish manufacturer to pay for cracked trams	11/11/2021	Refuse	Publicly available
38	42 – 46	Case 130118 - Sydney LRV Cracking Enquiry	09/11/2021	Partial access	Schedule 2.2(a)(ii)
39	47 – 49	Sydney Inner West Light Rail	09/11/2021	Partial access	Schedule 2.2(a)(ii)
40	50 – 51	RE_ FOR INPUT_ REVIEW_ Taskforce disruption - talking points	08/11/2021	Partial access	Schedule 2.2(a)(ii)

41	-	UITPANZ Daily News - 2 November	02/11/2021	Refuse	Publicly available
42	52 – 54	NOTING - Crack in Light Rail trams	03/11/2021	Partial access	Schedule 2.2(a)(ii)
43	55 – 59	Fwd_ URGENT APPROVAL_ 10 News - Light Rail	08/11/2021	Partial access	Schedule 2.2(a)(ii)
44	60 – 62	FW_ Edinburgh Trams	15/11/2021	Partial access	Personal information Schedule 2.2(a)(x) Schedule 2.2(a)(xii)
45	-	Transport Canberra Light Rail Notebook - West Midlands Light Rail	09/11/2021	Refuse	Schedule 2.2(a)(x) Schedule 2.2(a)(xii)
46	-	RE_ CAF's official statement about West Midlands Metro precautionary operation suspension	15/06/2021	Refuse	Please refer to the decision made by Major Projects Canberra: here
47	63 – 67	RE_ CAF's official statement about West Midlands Metro precautionary operation suspension	15/11/2021	Partial access	Personal information Some information is out of scope
48	-	Media Article - Light rail vehicle cracks in Sydney pro.. - Canberra Times	06/11/2021	Refuse	Publicly available
49	-	Media Article - NSW Cracks Prompt ACT Fleet Checks - Sunday Canberra Times	07/11/2021	Refuse	Publicly available
50	-	Media Article - Opposition Holds Concern For Canberra's Light Rail - 2CA Forever Classic	06/11/2021	Refuse	Publicly available
51	-	ACT Government Daily Media Report 7-8 November 2021 - Transport	07/11/2021	Refuse	Publicly available

52	-	Media article - A rails run for Labor - Daily Telegraph Sydney	09/11/2021	Refuse	Publicly available
53	-	Media Article - Light rail debacle an untimely blow for reopening city - Sydney Morning Herald	08/11/2021	Refuse	Publicly available
54	-	Media Article - New \$2.8B Intercity Train Fleet is Delayed by 18 Months - MSN	09/11/2021	Refuse	Publicly available
55	-	Media article - Newcastle light rail vehicles free of cracking after Sydney trams shut down.	01/11/2021	Refuse	Publicly available
56	-	Media Article - Parramatta light rail 'won't crack' lik.. - Courier Mail	09/11/2021	Refuse	Publicly available
57	-	Media Article - Parramatta light rail 'won't crack' lik.. - Herald Sun	09/11/2021	Refuse	Publicly available
58	-	Media Article - Sydney inner-west light rail suspension.. - ABC News	07/11/2021	Refuse	Publicly available
59	-	Media Article - Sydney trams out of action up to 18 months_ The Canberra Times_ Canberra, ACT	05/11/2021	Refuse	Publicly available
60	-	Media Article - Sydney_s inner-west light rail decommis.. ABC News	05/11/2021	Refuse	Publicly available
61	-	Media Article - Trams crisis could turn.. - Daily Telegraph	08/11/2021	Refuse	Publicly available
62	-	Media Article - Transport Minister expects Spanish manufacturer to pay for cracked trams - SMH	10/11/2021	Refuse	Publicly available

Transport Canberra and City Services

To:	Minister for Transport and City Services	Tracking No.: 21/763
Date received in MO:	19/11/2021	
From:	Executive Branch Manager Light Rail Operations	
Through:	Director-General Transport Canberra and City Services Deputy Director-General Transport Canberra and Business Services Executive Group Manager Transport Canberra	
Subject:	Ministerial Response to Motion on Inner West Light Rail Cracking	
Critical Date:	23/11/2021	
Critical Reason:	To meet Cabinet timeframes associated with reporting back to the Assembly by the last sitting day of 2021.	

Recommendations

That you:

1. Note the information contained in this brief and in the attached documents;

Noted / Please Discuss

2. Agree and sign the attached Assembly Business Paper (Attachment 2); and

Agreed / Not Agreed / Please Discuss

3. Sign the letter to the Chief Minister requesting late lodgement of the ABP (Attachment 3).

Signed / Not Signed / Please Discuss

Chris Steel MLA **23/11/21**

Minister's Feedback

The response and ABP note that CMET has conducted a full inspection, including removing the seats, on the oldest LRV - and also developed a proactive program to do the same across the rest of the fleet. Can CMET nominate a specific date by which this will be completed and provide a full report back to the Light Rail Board when this is complete.

Background

1. On 28 October 2021 it was announced that the NSW Inner West Light Rail Network (IWLR) would be closed for several days as cracking had been identified in a limited number of Light Rail Vehicles (LRVs).
2. On 5 November 2021 the NSW Minister for Transport and Roads announced the IWLR could be decommissioned for up to 18 months due to cracks being found in all twelve of the CAF Urbos 3 fleet.
3. On 10 November 2021 a motion was raised by Mr Parton in the ACT Assembly on Light Rail Vehicles which, following debate, was amended to the following:
 - a. That this Assembly notes that:
 - i. the NSW Inner West Light Rail line has been decommissioned for up to 18 months because of structural issues with the CAF Urbos 3 light rail vehicles;
 - ii. that the same vehicles are used on the ACT light rail line;
 - iii. that the NSW CAF Urbos 3 vehicles were purchased seven years ago;
 - iv. that the ACT fleet was purchased two to three years ago; and
 - b. calls on the ACT Government to:
 - i. report back to the Assembly on outcomes of safety inspections on the light rail vehicle fleet by the last sitting day of 2021; and
 - ii. advise the Assembly on the contingency planning it will undertake in the event the fault experienced in NSW and other countries emerges in the ACT light rail vehicle fleet.

Issues

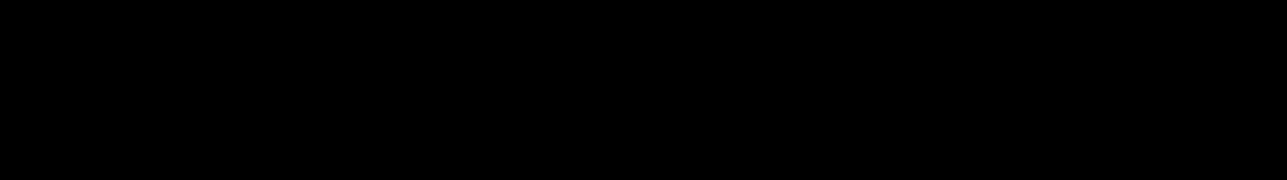
4. As the accredited Rail Transport Operator, Canberra Metro is responsible for operating and maintaining the Light Rail Vehicles (LRVs) and is responsible for ensuring the asset management (including maintenance and inspections) is safe.

Outcomes of Safety Inspections

5. Canberra Metro has advised that no cracking has been identified by CAF, their light rail vehicle maintainer, in the Canberra fleet in the same areas as those experiencing cracking in the IWLR fleet. They have stated CAF check the bump stop and bracket areas during the monthly maintenance inspection and during bogie changes.
6. The inspections also identified notable differences in the bogie design of the CAF URBOS vehicles used in Canberra and Sydney, indicating design changes have occurred between the production of the different vehicles.
7. CAF have also advised:

- a. Canberra LRVs have aluminium instead of mild steel for the affected area on the Sydney IWLR LRVs, none of the projects with aluminium configuration (around 14 projects prior to Canberra LRVs) have ever reported any issues.
 - b. they assert for projects with the mild steel configuration such as Sydney, only one other has project suffered this issue, and it was identified to be due to external factors not design. In Sydney the root cause of the issues is still being investigated.
8. However, to provide further confidence Canberra Metro Operations (CMET), who are the O&M Contractor, and CAF have developed an enhanced inspection regime for the bogie bumper stop and bogie box. This will involve a 100% check of the interior side of the bogie boxes on all LRVs during the next three months, and then an annual check on the three vehicles with the highest km until the root cause of the Sydney issues are known.
9. An independent review of the structural design and the actions taken by Canberra Metro and CAF is being commissioned from a specialist rail consultancy.
10. The Office of the National Rail Safety Regulator (ONRSR) advised they are investigating the issues in the Inner West Light Rail Fleet and have met with CAF, the manufacturer of the vehicles.
11. ONRSR state that “CAF maintain the issues that have occurred in the Inner West fleet will not arise on other Urbos vehicles in Australia due to these differences in design. However, ONRSR will continue to monitor this and verify these statements when relevant technical detail is received from CAF.”

Contingency Planning

12. With the age of the fleet, if issues were identified the likely outcome would be any additional maintenance actions would be managed by Canberra Metro and CAF within via normal maintenance arrangements.
 13. If more significant interventions were required a reduction in service frequency or a partial or full network shutdown could be managed under normal Rail Replacement protocols for rail disruption which are already established.
 14. A detailed summary of the inspections, the differences and further contingency planning is in Briefing Note for the Light Rail Board. ([Attachment 1](#)).
 15. A Cabinet Business Paper ([Attachment 2](#)) has been prepared for Cabinet briefing, this includes a Tabling Statement and Report to respond to the resolution in the ACT Legislative Assembly.
- 



Consultation

Internal

19. TC Bus Operations.
20. TC Planning and Delivery

Cross Directorate

21. Major Projects Canberra and the Light Rail Board.

External

22. Transport for NSW have provided information on the cracking on the IWLR fleet and have offered an inspection visit in early December.
23. ONRSR.

Work Health and Safety

24. Canberra Metro is responsible for the safety of operations under the Project Agreement and the accreditation of CMET as a Rail Transport Operator under Rail Safety National Law.
25. The Territory however has a duty of care to ensure that the issues identified on other fleets are being appropriately investigated and has actively engaged with Canberra Metro to request confirmation of their actions taken.

Benefits/Sensitivities



27. The cracking reported in the media on other fleets may also be due to a door portal fatigue cracking issue which has been experienced on other networks – a different issue to the frame cracking experienced by IWLR. This was notified by Canberra Metro as a potential risk in March 2020 to the Territory and is subject to a monitoring program and remedial measures as part of CAF's global rectification program if the problem did occur. This is also subject to regular inspections and no door portal cracking has been identified in the Canberra Light Rail Fleet.

28. A request for late lodgement has been provided at Attachment 3 given the short turnaround time for the preparation of the ABP and report.

Communications, media and engagement implications

29. There have been local and national media interest in the Sydney IWLR issues and the potential impact on Canberra. A Question Time Brief already provided by the Directorate will be further developed into talking points and a media release prior to the response to the resolution being tabled in the Assembly.

Action Officer: Jo Dawson

Phone: 

Attachments

Attachment	Title
Attachment 1	Light Rail Board Briefing Note on Inner West Light Rail Cracking
Attachment 2	Cabinet Assembly Business Paper and Attachments
Attachment 3	Letter to the Chief Minister requesting late lodgement of the ABP

12/11/2021, 13:37

Aconex



Canberra Metro
330 Northbourne Ave
Dickson
ACT 2602 Australia
Ph. +61 419365834

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Contract Communication	SPV-CCOMM-005346	SPV-CCOMM-005346

Urbos 100 Fleets - Door Portals Fatigue Issues

From [REDACTED] - Canberra Metro

To Mr Ashley Cahif - Transport Canberra Light Rail

Cc (10) [REDACTED] - APP Corporation Pty Ltd
Jim Kilfeather - Transport Canberra Light Rail
[REDACTED] - Transport Canberra Light Rail
Mr Ki Johnson - Transport Canberra Light Rail
Mr Marcus Sainsbury - Transport Canberra Light Rail
CMA Document Management - Transport Canberra Light Rail
Ms Tahniah Littlejohn - Transport Canberra Light Rail
Jonathon Dragos - Transport Canberra Light Rail
Mr Andrew Fawcett - Transport Canberra Light Rail
Ms Jo Dawson - Transport Canberra Light Rail

Sent Wednesday, 11 March 2020

DETAILS

Area 00 All Areas

Discipline OAM Operations & Maintenance

MESSAGE

Ashley

As discussed last year CAF have identified a potential issue in relation to fatigue cracking around door portals.

Apologies I had not sent this through earlier I had thought I had

The document is a management plan, as the name implies, and essentially a summary of discussions following up from discussions between CAF and the Delivery Contractor as a result of the appearance of minor fissures in the upper corners of the door portals on other networks.

CAF have advised that the root cause has been identified as a combination of a stress concentrator not well defined which was assumed to be more resistant (as per EN1999) than reality.

The report goes on to detail the recommended monitoring/remedial measures required to address the situation as part of their global intervention program to implement a solution.

12/11/2021, 13:37

Aconex

The solution consists of a first inspection on around March/April 2020, interim inspections about 18,750 kms after the first inspection followed by crack stop drills if necessary, followed by a final modification procedure, as presented during previous communications ,and illustrated on pages 21-26 of the document "Q56-Canberra_2019.02.06 videoconf final version."

I have attached the relevant correspondence

Would be happy to discuss further and the O&M Contractor's proposed management of this with CAF Australia.

As previously discussed there maybe an opportunity to consider retrofitting of batteries for stage 2A during either inspection or should rectification works be required.

Regards

[REDACTED]

12/11/2021, 13:40

Aconex



Transport Canberra Light Rail
GPO Box 158
Canberra City
ACT 2601 Australia
Ph. +61 2 62078676

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Contract Communication	CMA LR-CCOMM-013880	SPV-CCOMM-005346

Re: Urbos 100 Fleets - Door Portals Fatigue Issues

From MPC Document Management - Transport Canberra Light Rail

To [REDACTED] - Canberra Metro

Cc (11) [REDACTED] - APP Corporation Pty Ltd
Jim Kilfeather - Transport Canberra Light Rail
[REDACTED] - Transport Canberra Light Rail
Mr Ki Johnson - Transport Canberra Light Rail
Mr Marcus Sainsbury - Transport Canberra Light Rail
CMA Document Management - Transport Canberra Light Rail
Mr Ashley Cahif - Transport Canberra Light Rail
Ms Tahniah Littlejohn - Transport Canberra Light Rail
Jonathon Dragos - Transport Canberra Light Rail
Mr Andrew Fawcett - Transport Canberra Light Rail
Ms Jo Dawson - Transport Canberra Light Rail

Sent Wednesday, 25 March 2020

Respond by 27/03/2020

DETAILS

Area 00 All Areas

Discipline OAM Operations & Maintenance

MESSAGE

Hi [REDACTED]

The Territory acknowledges receipt of SPV-CCOMM-005346: Urbos 100 Fleets - Door Portals Fatigue Issues of 11 March 2020.

In reviewing the document, "PMP_Carbody Issue Canberra Trams.pdf", MPC notes the issue is well covered including analytical assessment, on track test and laboratory testing.

12/11/2021, 13:40

Aconex

The Territory has, by separate Technical RfI under Stage 2A Project, raised the issue of the impact of the OESS not being included in the modification design assessment.

Other specific comments from our structural SME are:

- The modified design involves a gusset in a plane offset from the plane where the cracking has occurred. This reduces the stress at the cracking location even though offset. The original cracking site photos show a very sharp corner radius, while the FE model indicates a defined radius. Does the repair include introducing a larger radius at this location? If not, what is the sensitivity to sharper radii at this location?
- Does this paper provide for the different track inputs between Birmingham and Canberra?
- What are the predicted lives at the old crack site and at the new gusset termination points for the Birmingham profile and the EN loading?
- Has the modified corner design been fatigue tested in the lab to verify the performance?

The Territory requests a response to these clarifications.

Thanks

Rebecca Zerial | Document Control Manager

Major Projects Canberra | ACT Government

T 02 6207 4556 | M [REDACTED] | E rebecca.zerial@act.gov.au

From: [REDACTED]
Sent: 11/03/2020 11:27:10 AM AEDT (GMT +11:00)
To: Ashley Cahif
Cc: [REDACTED] [REDACTED] Jo Dawson, CMA Document Management, Jonathon Dragos, Andrew Fawcett, Ki Johnson, Jim Kilfeather, Tahniah Littlejohn, Marcus Sainsbury
Mail Number: SPV-CCOMM-005346
Subject: Urbos 100 Fleets - Door Portals Fatigue Issues

Area:	00 All Areas
Discipline:	OAM Operations & Maintenance

Ashley

As discussed last year CAF have identified a potential issue in relation to fatigue cracking around door portals.

Apologies I had not sent this through earlier I had thought I had

The document is a management plan, as the name implies, and essentially a summary of discussions following up from discussions between CAF and the Delivery Contractor as a result of the appearance of minor fissures in the upper corners of the door portals on other networks.

CAF have advised that the root cause has been identified as a combination of a stress concentrator not well defined which was assumed to be more resistant (as per EN1999) than reality.

The report goes on to detail the recommended monitoring/remedial measures required to address the situation as part of their global intervention program to implement a solution.

12/11/2021, 13:40

Aconex

The solution consists of a first inspection on around March/April 2020, interim inspections about 18,750 kms after the first inspection followed by crack stop drills if necessary, followed by a final modification procedure, as presented during previous communications ,and illustrated on pages 21-26 of the document "Q56-Canberra_2019.02.06 videoconf final version."

I have attached the relevant correspondence

Would be happy to discuss further and the O&M Contractor's proposed management of this with CAF Australia.

As previously discussed there maybe an opportunity to consider retrofitting of batteries for stage 2A during either inspection or should rectification works be required.

Regards

[REDACTED]



CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES S.A.

www.caf.net

CANBERRA METRO CONSTRUCTION

L3/65 Pirrama Road,

Pymont NSW 2009

JHCPB JV ABN 79 385 373 351

27th April 2020

Attention:



Delivery Contractor Representative

CC:



Our Ref. : Response to COO-051-084

Re: Contract CLR D&C 051- LRV Supply Subcontract (“Supply Subcontract”) – Urbos 100 Fleets – Door Portals Fatigue Issues

Dear



In relation to the Delivery Contractor’s communication

• letter with reference *COO-051-084* dated 25 March, 2020;

And the Supply Subcontractor’s communication

• letter with reference *Response to COO-051-069 and COO-051-081* dated 20 April 2020

These are the Supply Subcontractor’s answers to the four queries identified in your letter:

1. The modified design involves a gusset in a plane offset from the plane where the cracking has occurred. This reduces the stress at the cracking location even though offset. The original cracking site photos show a very sharp corner radius, while the FE model indicates a defined radius. Does the repair include introducing a larger radius at this location? If not, what is the sensitivity to sharper radii at this location?

The main advantage of the modified design against the current design is that the weld cord has been removed from the corner (stress concentrator). The new piece doesn’t have any weld on the stress concentrator area and additionally it incorporates a larger radius, as indicated in the FE model.



CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES S.A.

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2. Does this paper provide for the different track inputs between Birmingham and Canberra?

The paper only reflects a comparison of the accelerations between different tracks (being Birmingham one of them) and the values specified in standard EN12663. As indicated in the conclusions, the fatigue loads from the standard seem to cover by far the worst measured service loads but the Birmingham project and its particular conditions are not related to the Canberra project.

3. What are the predicted lives at the old crack site and at the new gusset termination points for the Birmingham profile and the EN loading?

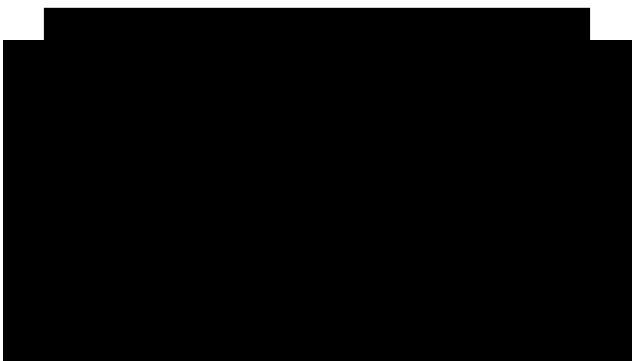
The new design has been validated according to EN 12663, with an expected life of more than 10^7 cycles. The Birmingham project and its particular conditions are not related to the Canberra project.

4. Has the modified corner design been fatigue tested in the lab to verify the performance?

Yes, the modified design has been validated by FEM and tested in laboratory. Several samples were produced and fatigue tests were successfully performed.

Unless expressly defined in this letter, capitalised terms have the meaning given in the Supply Subcontract and any section and clause references are to the Supply Subcontract.

Yours faithfully,



12/11/2021, 13:47

Aconex



Transport Canberra Light Rail
GPO Box 158
Canberra City
ACT 2601 Australia
Ph. +61 2 62078676

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Contract Communication	CMA LR-CCOMM-014868	SPV-CCOMM-005346

Re: Urbos 100 Fleets - Door Portals Fatigue Issues

From [REDACTED] - Transport Canberra Light Rail

To Mr Ashley Cahif - Transport Canberra Light Rail

Cc (3) Jim Kilfeather - Transport Canberra Light Rail
Mr Andrew Fawcett - Transport Canberra Light Rail
MPC Document Management - Transport Canberra Light Rail

Sent Wednesday, 4 November 2020

DETAILS

Area 00 All Areas

Discipline OAM Operations & Maintenance

MESSAGE

Hi Ash

[REDACTED] le er only refers to our original le er in June not the reply with text below . I can't find the reply by you in Aconex but my search skills on Aconex never successful.

Structural issues on a fleet can be of such magnitude when they arise that I dont think we can compromise clarity. We also have had informal discussions with UK which suggests more substan ve structural issues may exist beyond door portals, but that is not confirmed. [REDACTED]

[REDACTED]

Regards

[REDACTED]

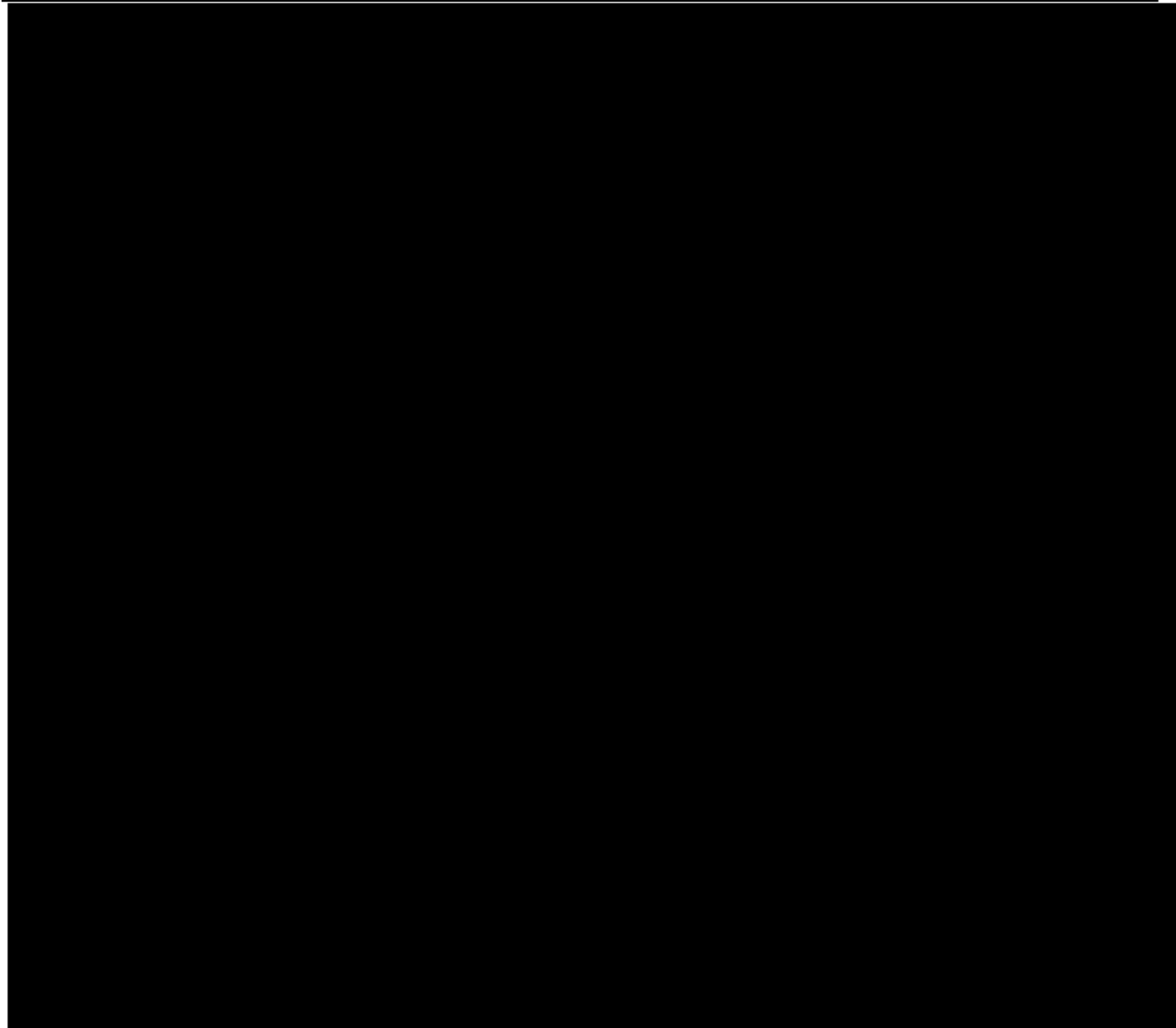
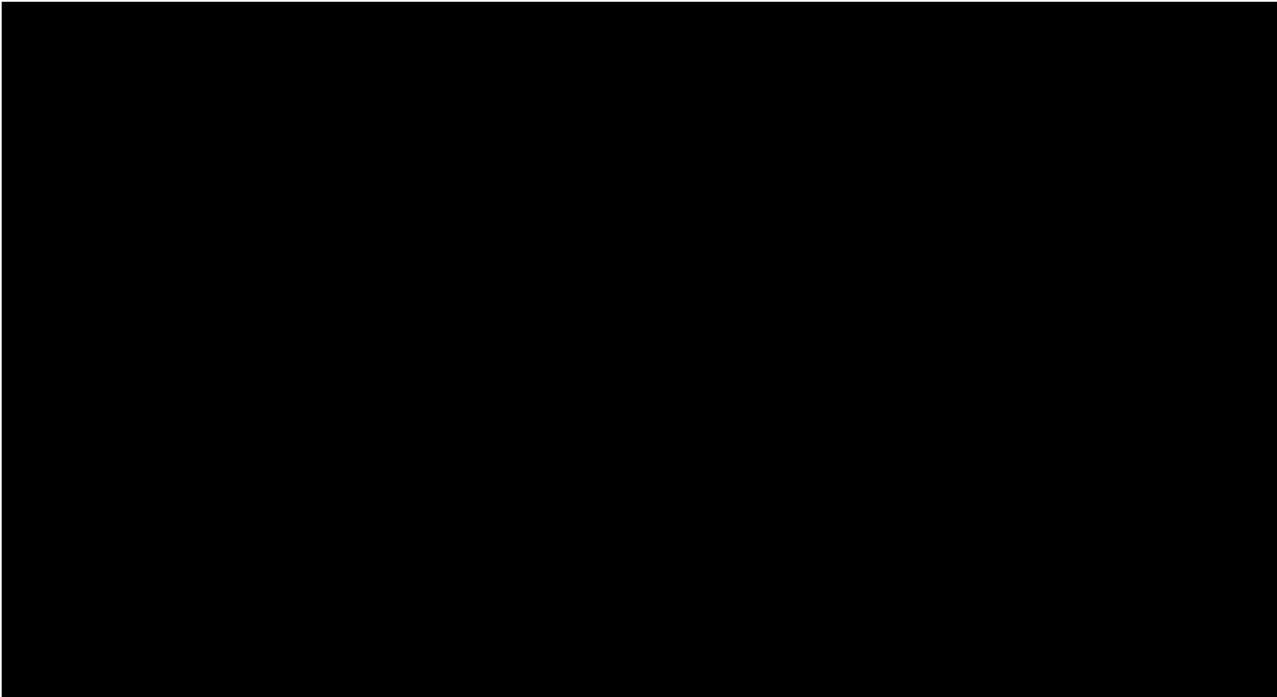
LRV & Operations Adviser Light Rail Project MAJOR PROJECTS CANBERRA

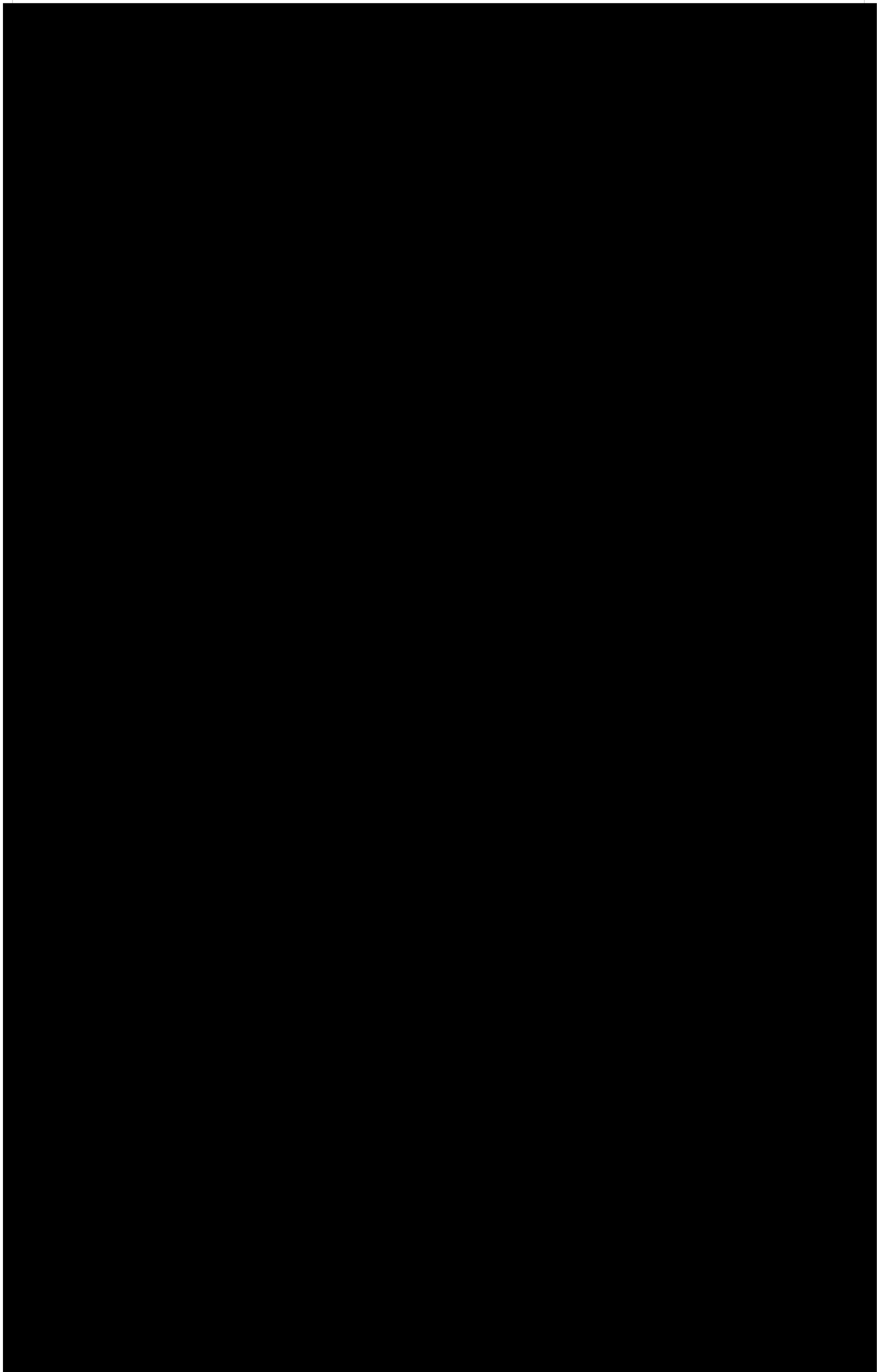
ph [REDACTED] email [REDACTED]

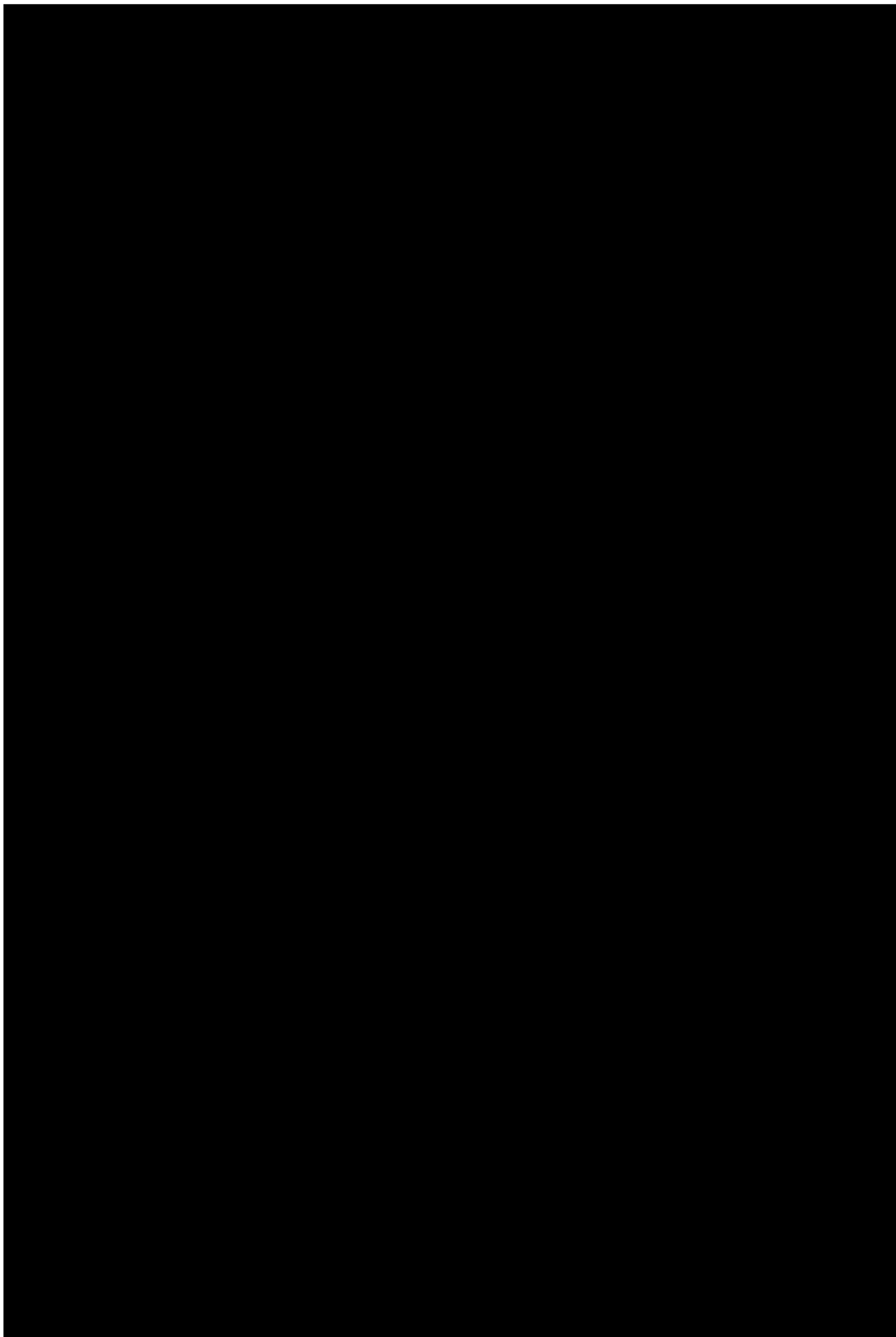
From: A Cahif
Sent: 03/11/2020 10:26:26 PM AEDT (GMT +11:00)

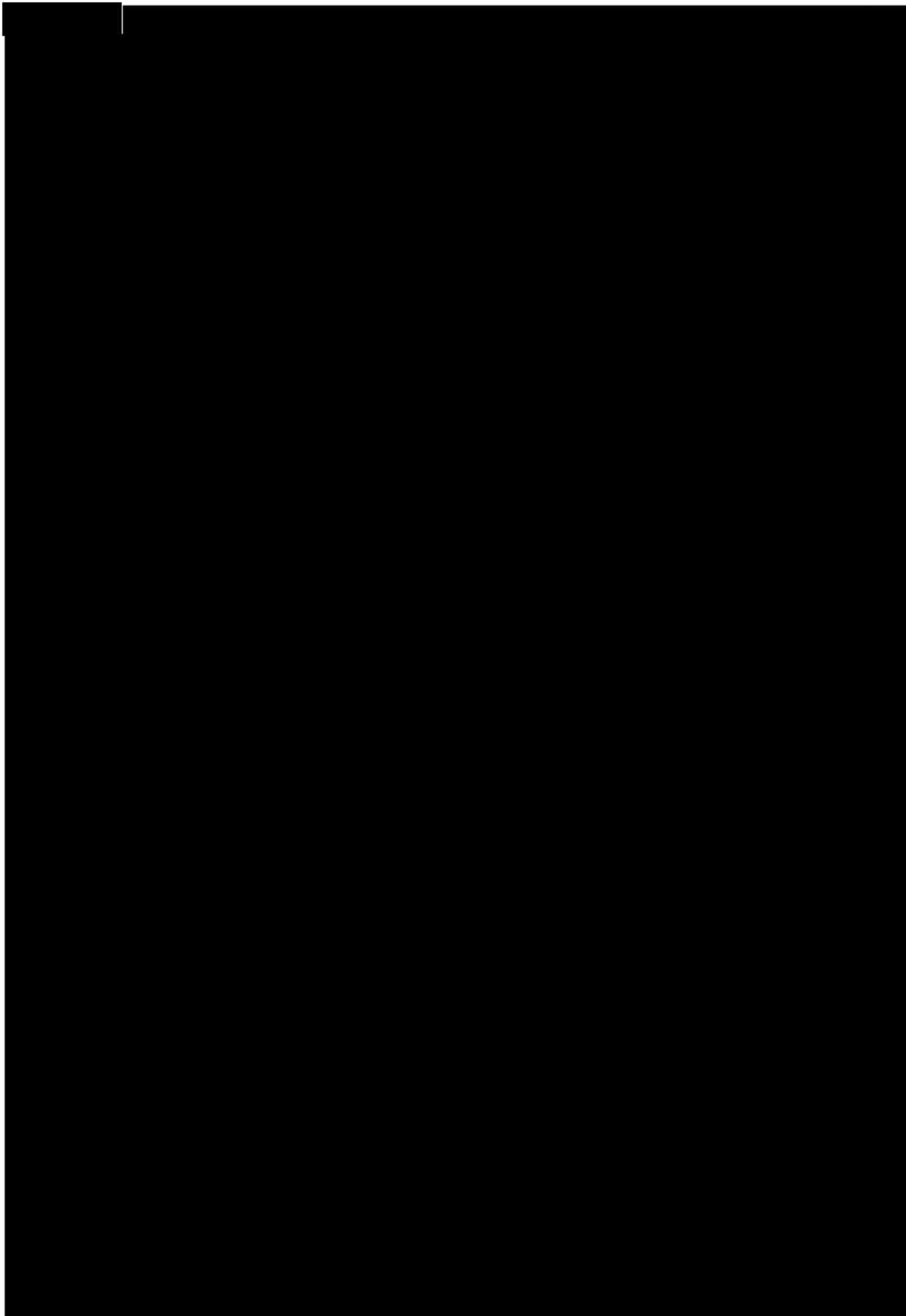
12/11/2021, 13:47

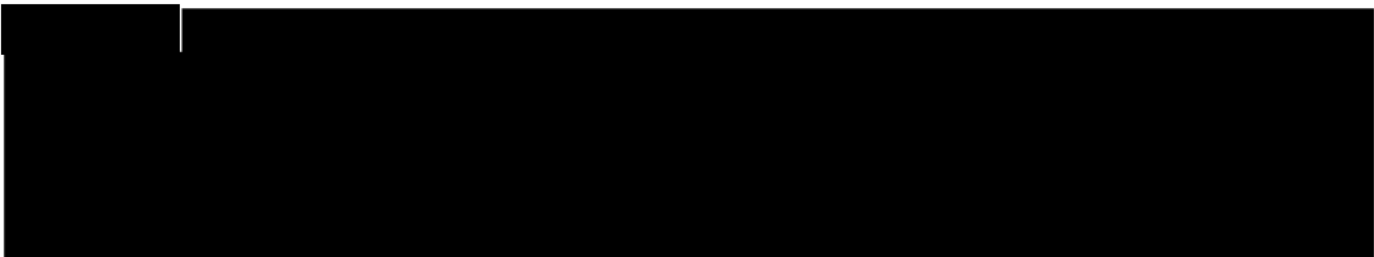
Aconex













Light Rail Project

Light Rail Project Board Meeting Paper

Board Meeting #98 Paper Details

Meeting Date:	24 November 2021
Agenda Item:	#
Agenda Item:	Inner West Light Rail Cracking
Paper Type:	For Noting
From:	Jo Dawson, Light Rail Operations, TCCS.
Drafted:	13 November 2021

Proposed Resolution

The Light Rail Board note that,

1. Canberra LRV (CLR) fleet inspections by Canberra Metro and CAF, their light rail vehicle maintainer, have not identified any cracking in any vehicles, including in the locations experienced by the Inner West Light Rail (IWLR) and West Midlands Metro (WMM) fleets.
2. Although part of the CAF Urbos fleet product range, it is apparent from visual inspection that the Canberra Metro Urbos 100 fleet have design enhancements in the bogie box area when compared to the IWLR CAF Urbos 3. This is the area that IWLR vehicles have experienced cracking.
3. CAF has maintained that the issues on the IWLR fleet will not arise on the CLR fleet (or other Urbos vehicles in Australia). Verification by the Office of National Rail Safety Regulator (ONRSR) is underway.
4. NSW Office of Transport Safety Investigation (OTSI) has commenced a formal investigation of the IWLR cracking issues and will provide a report to the NSW Parliament in due course.
5. Canberra Metro and CAF are currently developing an enhanced inspection regime for the bogie bumper stop and bogie box to provide additional assurance.
6. TCCS has developed an initial Contingency Arrangements Plan if vehicles were required to be taken out of service for repair.
7. A Tabling Statement and Report will be provided, in response to a motion raised on the IWLR cracking in the ACT Legislative Assembly, to the Ministers Office.

Purpose & context of this board paper

The purpose of this paper is to provide a summary update to the Light Rail Project Board on the issues experienced by IWLR in Sydney and the consideration of risks for Canberra.

Background

On 28 October 2021, it was announced that the IWLR would be closed for several days as cracking had been identified in a limited number of CAF Urbos 3 Light Rail Vehicles (LRVs).

On 5 November 2021, the NSW Minister for Transport and Roads announced the IWLR could be decommissioned for up to 18 months due to cracks being found in all twelve LRVs.

The IWLR fleet consists of twelve vehicles which progressively entered service during 2014 and 2015. Transport for NSW has advised the IWLR fleet has operated between 350,000 and 500,000km in operation. The IWLR fleet is not maintained by CAF, this having transitioned to Alstom in 2015. The IWLR is built in part on a converted freight line, and the track structure is a mix of ballasted track and embedded rail in a concrete track slab. Only the latter is in place in CLR, and track design differences would impact the structural stresses experienced by vehicles.

Press articles in 2021 have also mentioned bogie box cracking issues being reported in:

- December 2017, the Besançon Tramway in Besançon, France discovered cracks in their CAF Urbos 3 vehicles around the bogie box area of the bodies. (Also entered service in 2014)
- June 2021, the West Midlands Metro (operating between Birmingham and Wolverhampton, England) were forced to suspend their services for 3 days due to cracks being discovered in the bogie box L brackets areas of their CAF Urbos 3 vehicles. Of note is that (like IWLR) CAF do not maintain this fleet (built 2012-2015) and it also was built on a previous railway line with new sections involving embedded rail.
- 12 November 2021 it was reported that West Midlands Metro services were being suspended for a month due to more extensive and permanent repairs now being required.

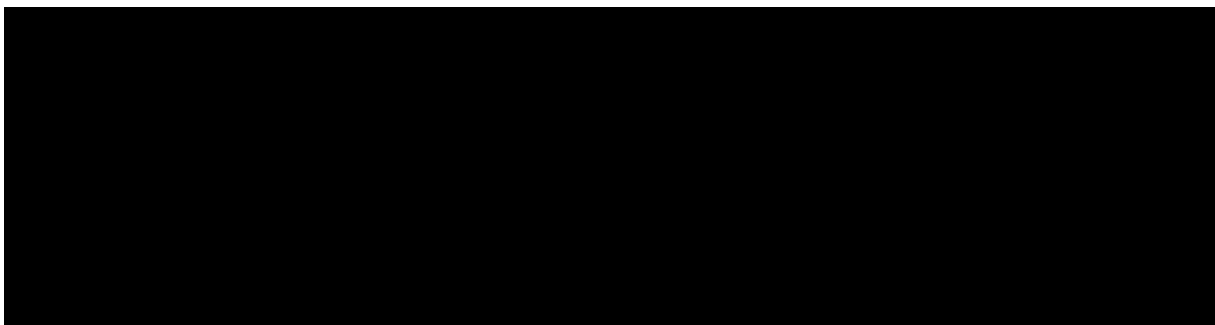
Regulators


The Office of the National Rail Safety Regulator (ONRSR) has regulatory oversight of rail safety in every Australian state and territory. The ONRSR independently administers the Rail Safety National Law (RSNL) to ensure the safety of the community. Under the RSNL National Regulations, ONRSR grants accreditation to Rail Transport Operators, which include Canberra Metro. This accreditation is granted on the basis of the operator demonstrating an approved Safety Management System which includes requirements on having an asset management policy and processes that address all phases of the asset life cycle of the rail infrastructure or rolling stock operations as well as systems and processes for monitoring and maintenance.

ONRSR has advised that

“CAF maintain the issues that have occurred in the Inner West fleet will not arise on other Urbos vehicles in Australia due to these differences in design. However, ONRSR will continue to monitor this and verify these statements when relevant technical detail is received from CAF.”

CAF has notified the Office of National Rail Safety Regulator (ONRSR) that the Sydney IWLR vehicles are CAF ‘Urbos 3’ vehicles whereas the Canberra and NSW Newcastle fleets are CAF ‘Urbos 100’, and that the issues arising on the IWLR fleet will not arise on other Urbos vehicles in Australia due to differences in design.





An investigation of the Inner West issues by the NSW Office of Transport Safety Investigation (OTSI) ([Attachment A](#)) has also commenced and will provide a formal investigation report to the NSW Parliament in due course.

Outcomes of Safety Inspections

The Legislative Assembly has requested the ACT Government to:

“...report back on the outcomes of safety inspections on the light rail vehicle fleet”.

Canberra Metro has advised that no cracking has been identified by CAF, their light rail vehicle maintainer, in the Canberra fleet in the same areas as those experiencing cracking in the IWLR fleet. They have stated CAF check regularly check the bump stop and bracket areas during the monthly maintenance inspection and during bogie changes. [Attachment B](#).

To provide additional confidence the Canberra Metro conducted an examination of LRV011 on the 9th and 11th of November 2021. This is the vehicle with the highest number of kilometres in the Canberra Metro fleet at 192,000km. This was attended by Transport Canberra staff. No cracks were visible in the bump stop, bogie box or L brackets which were indicated to be the location of the cracking in the Sydney IWLR fleet.

The inspections highlighted notable differences in the bogie design of the CAF Urbos vehicles used in Canberra and Sydney, when photographs were compared indicating design changes have occurred between the production of the two fleets. The inspection photographs and diagrams showing these differences are provided in the briefing note at [Attachment C](#).

CAF have also advised in writing to Canberra Metro and the Territory that:

- Canberra LRVs have aluminium instead of mild steel for the affected area on the Sydney IWLR LRVs, none of the projects with aluminium configuration (around 14 projects prior to Canberra LRVs) have ever reported any issues.
- they assert for projects with the mild steel configuration such as Sydney, only one other has project suffered this issue, and it was identified to be due to external factors - not design. In Sydney the root cause of the issues is still being investigated.

This has been confirmed in [Attachment D](#) and [Attachment E](#).

However, to provide further confidence Canberra Metro Operations (CMET), who are the O&M Contractor, and CAF have developed an enhanced inspection regime for the bogie bumper stop and bogie box. This will involve a 100% check of the interior side of the bogie boxes on all LRVs during the next three months, and then an annual check on the three vehicles with the highest km until the root cause of the Sydney issues are known.

TCCS Contingency Planning

The Assembly has requested the ACT Government:

“...advise the Assembly on the contingency planning it will undertake in the event the fault experienced in NSW and other countries emerges in the ACT light rail vehicle fleet”.

Based on information available at this time, the issues experienced in the IWLR fleet are not expected to impact services in Canberra.

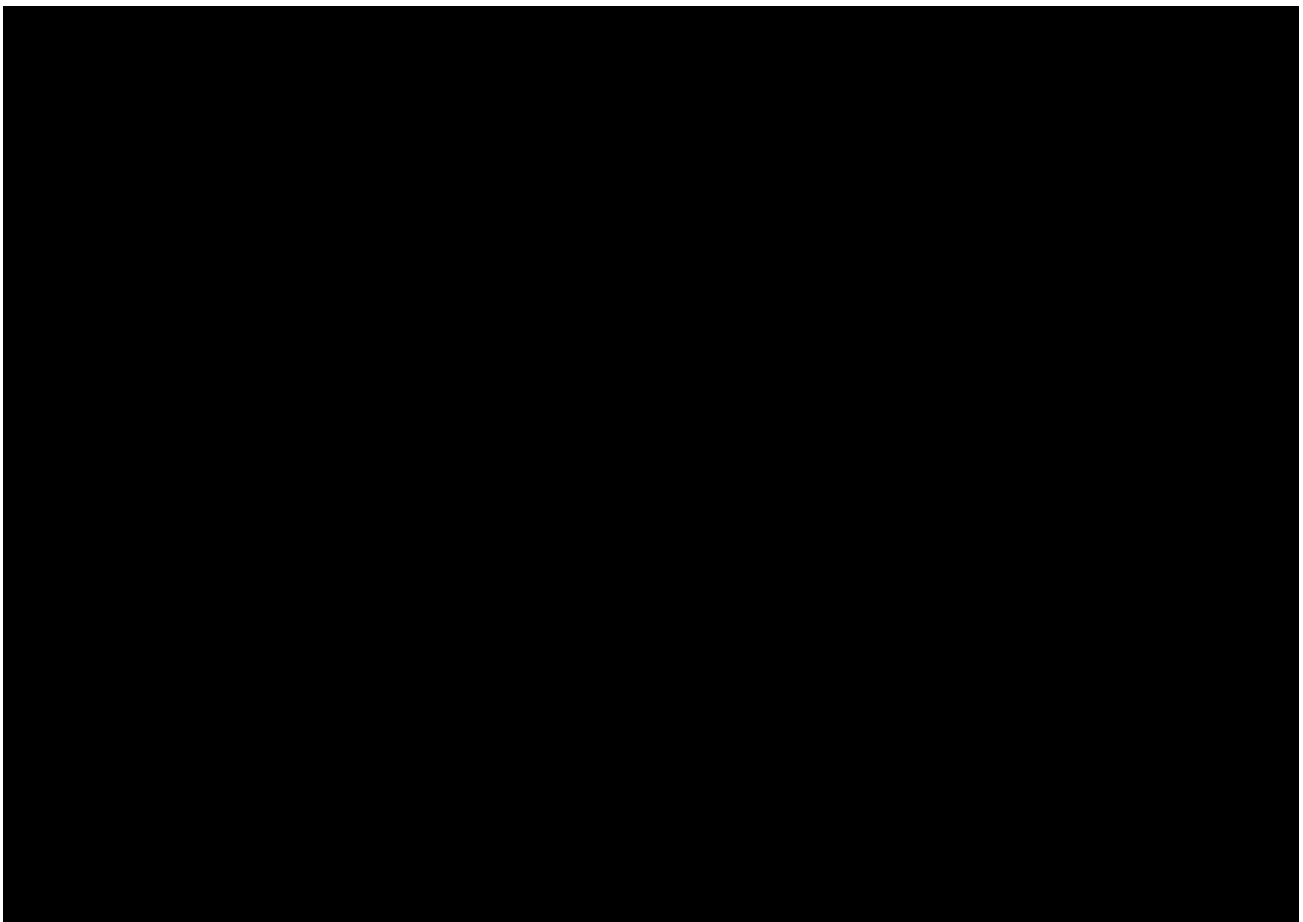
In the unlikely scenario that this issue or any other issue impacted LRV availability, TCCS would implement one of several possible contingency scenarios, dependent upon level of works required:

- Scenario 1 – Works occurring during maintenance hours (No impacts to services)
- Scenario 2 – Frequency amendment (Minor frequency changes)
- Scenario 3 – Partial shutdown full Shutdown (Rail replacement bus services)

Further details on these scenarios, and the actions required to implement them, are outlined in the TCCS Contingency Planning which is provided in [Attachment F](#).

Response to Assembly Motion

A motion on the IWLR cracking was raised in the ACT Legislative Assembly on 10 November 2021. Responses to this motion will be provided in a Tabling Statement and Report which are being provided to the Minister's Office. This is being developed with input from Major Projects Canberra.



Next Steps

- Canberra Metro has identified the next LRV to have the C car bogie removed. The bogie removal will facilitate further inspection of the:
 - underside of the bogie box while the bogie has been removed;

- underside of the join between the bogie box and the floor; and
 - L brackets.
- Canberra Metro has advised that the O&M Contractor (CMET) and their light rail vehicle maintainer (CAF) have developed an enhanced inspection regime for the bogie bumper stop and bogie box.
- To provide additional assurance, a work order has been developed to appoint an independent structural specialist to conduct a review of the design, maintenance records and the enhanced inspection regime.
- TCCS continue to be engaged with the Office of the National Rail Safety Regulator in following up information requested from CAF.

Recommendation

The Light Rail Board note that,

1. Canberra LRV (CLR) fleet inspections by Canberra Metro and CAF, their light rail vehicle maintainer, have not identified any cracking in any vehicles, including in the locations experienced by the Inner West Light Rail (IWLR) and West Midlands Metro (WMM) fleets.
2. Although part of the CAF Urbos fleet product range, it is apparent from visual inspection that the Canberra Metro Urbos 100 fleet have design enhancements in the bogie box area when compared to the IWLR CAF Urbos 3. This is the area that IWLR vehicles have experienced cracking.
3. CAF has maintained that the issues on the IWLR fleet will not arise on the CLR fleet (or other Urbos vehicles in Australia). Verification by the Office of National Rail Safety Regulator (ONRSR) is underway.
4. NSW Office of Transport Safety Investigation (OTSI) has commenced a formal investigation of the IWLR cracking issues and will provide a report to the NSW Parliament in due course.
5. Canberra Metro and CAF are currently developing an enhanced inspection regime for the bogie bumper stop and bogie box to provide additional assurance.
6. TCCS has developed an initial Contingency Arrangements Plan if vehicles were required to be taken out of service for repair.
7. A Tabling Statement and Report will be provided, in response to a motion raised on the IWLR cracking in the ACT Legislative Assembly, to the Minister's Office.

Attachments

Attachment A – OTSI Interim Investigation Statement

Attachment B – CMET Statement and Key Messages on LRV Cracking 8 Nov 2021

Attachment C – TCCS Technical Note on Urbos Frame Cracking

Attachment D – Canberra Metro update on CAF Urbos 3 Structural Integrity

Attachment E – CAF Update on Bogie box area regular inspections.

Attachment F – TCCS Contingency Planning

1.0 Summary

This plan has been developed in response to the Light Rail Vehicle (LRV) cracking issues which have been experienced by Sydney Inner West Light Rail.

Although the ACT Government are not anticipating any impacts to light rail services in Canberra as result of this issue, the following contingency arrangements have been developed as a precautionary measure. These are supported by pre-existing Business Continuity Plans which have been implemented during previous planned and unplanned service disruptions.

If these or other issues occurred in the Canberra light rail fleet, this would likely necessitate more extensive inspections, and increased maintenance and/or repairs. In such circumstances following contingency planning scenarios have been established, which are outlined in further detail below:

- Scenario 1 – Works occurring during maintenance hours (No impacts to services)
- Scenario 2 – Frequency amendment (Minor frequency changes)
- Scenario 3 – Partial or full Shutdown (Rail replacement bus services)

2.0 Light Rail Timetable and Service Levels

Canberra Metro Operations (CMET) are the Canberra light rail operator, and currently operate to the following light rail timetable and frequency levels.



CMET have 14 x Light Rail Vehicles in the Canberra fleet, and require the following number of LRV's to operate the current light rail timetable and frequency levels:

Headways	Description	LRV's in Service	LRV's not in service*
5-Minutes	AM Peak	12 x LRV's	2 x LRV's
6-Minutes	PM Peak	10 x LRV's	4 x LRV's
10-Minutes	Inter-peak	6 x LRV's	8 x LRV's
15-Minutes	Off peak	4 x LRV's	10 x LRV's

*LRV's are available for maintenance and spares (CMET require at least 1 spare LRV during operations).

3.0 Summary of Contingency Arrangements

Scenario 1 - Works occurring during maintenance hours (No impacts to services)

In this scenario any additional inspections or repairs (to address LRV cracking) would be carried out within the normal maintenance cycles. To achieve this, CMET would undertake more thorough and detailed inspections during the LRVs existing scheduled maintenance. As shown in the above table, 12 of the 14 LRVs are required during the AM Peak to operate a 5-minute headway. Of the remaining two LRV's, one is reserved as an on-standby spare and the other is available for maintenance.

Implementation of this scenario would be managed by CMET and would not require any further action from the ACT government.

Scenario 2 – Frequency amendment (Minor frequency changes)

In this scenario would occur if CMET needed to take 1-2 LRV's out of service for inspections or longer rectification works that couldn't be managed within normal maintenance scheduling. This would leave CMET with 10 LRV's available to delivery light rail services, one spare LRV on standby and one LRV available for routine maintenance.

This would result in service frequency during the AM Peak (7:00am – 9:30am on weekdays) having to be reduced from a 5-minute headway (requiring 12 LRVs) to a 6-minute headway (requiring 10 LRVs). CMET would have enough LRVs available to operate all other aspects of the timetable unchanged.

Scenario 3 – Partial or full Shutdown (Rail replacement bus services)

This scenario is not expected to occur, as Canberra Metro would initiate early maintenance intervention given the age of the fleet to prevent complete fleet failure.

However, in the very unlikely event that this scenario did occur (for any reasons, not limited to LRV cracking), then TCCS would implement partial or full rail replacement bus services in accordance with the TCCS Light Rail Replacement Services Protocol which is already in place.

4.0 Responsibilities

The ACT government would be responsible for coordinating and delivering any supplementary bus services, or rail replacement bus services, in scenarios 2, and 3 the cost for these services could be offset by the monthly payments to Canberra Metro which would be significantly reduced by the Availability and On Time Running Abatement (AOTRA).

Canberra Metro are required to provide updated light rail timetables which can be reflected in the TCCS Journey Planner. They are also required to support the ACT Government in communication of service changes through a variety of channels including the CMET website, Passenger Information Displays (PIDs), Passenger Announcements (PAs), and social media.

5.0 Resources

Title	Obj Num.	Owner
Light Rail - Service Disruption Strategy	<u>A30007066</u>	TCCS Communications
TCCS Light Rail Replacement Services Protocol	<u>A24612886</u>	Director, Operations and Performance
TCCS Rail Replacement Plan for Sandford Street Stop Construction (March 2021)	<u>A28426064</u>	Director, Operations and Performance



Speaker

Mr Chris Steel MLA
Minister for Transport and City Services
Legislative Assembly for the ACT
CANBERRA ACT 2601
By email: STEEL@parliament.act.gov.au

Dear Minister

LIGHT RAIL VEHICLE FLEET

At its meeting on Wednesday, 10 November 2021, the Assembly passed the following resolution:

“That this Assembly:

- (1) notes that:
 - (a) the NSW Inner West Light Rail line has been decommissioned for 18 months because of structural issues with the CAF Urbos 3 light rail vehicles;
 - (b) that the same vehicles are used on the ACT light rail line;
 - (c) that the NSW CAF Urbos 3 vehicles were purchased seven years ago; and
 - (d) that the ACT fleet was purchased two to three years ago; and
- (2) calls on the ACT Government to:
 - (a) report back to the Assembly on outcomes of safety inspections on the light rail vehicle fleet by the last sitting day of 2021; and
 - (b) advise the Assembly on the contingency planning it will undertake in the event the fault experienced in NSW and other countries emerges in the ACT light rail vehicle fleet.”.

Yours faithfully



Joy Burch MLA
Speaker

15 November 2021

**LEGISLATIVE ASSEMBLY FOR THE
AUSTRALIAN CAPITAL TERRITORY**

AMENDMENT OF MOTION

Chris Steel MLA – Amendment to Mark Parton MLA motion Notice No 5 on light rail:

Omit all text after “That this Assembly”

Substitute:

(1) notes that:

- a) the NSW Inner West Light Rail line has been decommissioned for up to 18 months because of structural issues with the CAF Urbos 3 light rail vehicles;
- b) that the same vehicles are used on the ACT light rail line;
- c) that the NSW CAF Urbos 3 vehicles were purchased seven years ago;
- d) that the ACT fleet was purchased two to three years ago; and

(2) calls on the ACT Government to:

- a) report back to the Assembly on outcomes of safety inspections on the light rail vehicle fleet by the last sitting day of 2021; and
- b) advise the Assembly on the contingency planning it will undertake in the event the fault experienced in NSW and other countries emerges in the ACT light rail vehicle fleet.

Chris Steel MLA

Minister for Transport and City Services

10 November 2021

19/11/2021, 12:45

https://au1.aconex.com/rsrc/20211108.1752/en_AU_DOC/mail/view/index.html#/1476397987/1589202175

Rebecca Garrett TRANSPORT CANBERRA LIGHT RAIL	LRV Cracking IWLR GENERAL CORRESPONDE	02/11/2021 CMA LR-GCOR-008249
[REDACTED] CANBERRA METRO	Re: LRV Cracking IWLR CONTRACT COMMUNICATION	05/11/2021 SPV-CCOMM-006702
Jo Dawson TRANSPORT CANBERRA LIGHT RAIL	Re: LRV Cracking IWLR CONTRACT COMMUNICATION	05/11/2021 CMA LR-CCOMM-015926
Fito Pando Molina TRANSPORT CANBERRA LIGHT RAIL	Re: LRV Cracking IWLR CONTRACT COMMUNICATION	12/11/2021 CMA LR-CCOMM-015937
[REDACTED] CANBERRA METRO	Re: LRV Cracking IWLR CONTRACT COMMUNICATION	16/11/2021 SPV-CCOMM-006718
[REDACTED] CANBERRA METRO	Re: LRV Cracking IWLR CONTRACT COMMUNICATION	17/11/2021 SPV-CCOMM-006726
Jo Dawson TRANSPORT CANBERRA LIGHT RAIL	Re: LRV Cracking IWLR CONTRACT COMMUNICATION	YESTERDAY CMA LR-CCOMM-015950
[REDACTED] CANBERRA METRO	Re: LRV Cracking IWLR CONTRACT COMMUNICATION	8:30 AM SPV-CCOMM-006727
Jo Dawson TRANSPORT CANBERRA LIGHT RAIL	Re: LRV Cracking IWLR CONTRACT COMMUNICATION	10:41 AM CMA LR-CCOMM-015956



Transport Canberra Light Rail
GPO Box 158
Canberra City
ACT 2601 Australia
Ph. +61 2 62078676

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
Contract Communication	CMA LR-CCOMM-015937	CMA LR-GCOR-008249

Re: LRV Cracking IWLR

From Mr Fito Pando Molina - Transport Canberra Light Rail

To (7) [REDACTED] - Canberra Metro (+6 more...)

Cc Mr Ashley Cahif - Transport Canberra Light Rail

Sent Friday, 12 November 2021 4:38:10 PM AEDT (GMT +11:00)

Status N/A

DETAILS

Area 00 All Areas

Discipline OAM Operations & Maintenance

FILE ATTACHMENTS (1)

19/11/2021, 12:45

https://au1.aconex.com/rsrc/20211108.1752/en_AU_DOC/mail/view/index.html#/1476397987/1589202175

File Name
 2021.11.12 - Letter From Territory - CAF Urbos 3 Cracking.pdf

MESSAGE

Hi [REDACTED]

Please find attached letter from the Territory in respect of this matter.

Kind regards,

Fito Pando Molina

From: J Dawson
Sent: 05/11/2021 5:54:48 PM AEDT (GMT +11:00)
To: [REDACTED], Kirsty Beram, Rebecca Garrett, Fito Pando Molina
Cc: Ashley Cahif
Mail Number: CMA LR-COMM-015926
Subject: Re: LRV Cracking IWL

Area:	00 All Areas
Discipline:	OAM Operations & Maintenance

Thankyou for the response, can Canberra Metro / CMET confirm, that you are conducting the operational checks (on high speed running into curves) are in place as referred to by CAF to ensure the vehicles remain within the CAF operational assumptions. Further detail on how this is being validated operational would be useful for our awareness.

Please be aware, TfNSW has written to the ACT Government and asked:

- whether your operator has identified cracks on our CAF Urbos 3 LRV fleet;
 - and if so, in what elements; to what extent?
 - if not, do you, from due diligence standpoint, intend to check your Urbos LRV fleet given the Birmingham and Sydney experiences in 2021?

Based on your feedback I will advise that cracks have not been identified in the Canberra LRV fleet and we have been advised that these items are inspected regularly by CAF during 2xIS and bogie replacement maintenance.

[REDACTED]

Regards.

Jo

19/11/2021, 12:45

https://au1.aconex.com/rsrc/20211108.1752/en_AU_DOC/mail/view/index.html#/1476397987/1589202175

From: [REDACTED]
Sent: 05/11/2021 11:55:09 AM AEDT (GMT +11:00)
To: [REDACTED], [REDACTED], [REDACTED] Kirsty Beram, Jo Dawson, Rebecca Garrett, Fito Pando Molina
Mail Number: SPV-CCOMM-006702
Subject: Re: LRV Cracking IWLR

Area:	00 All Areas
Discipline:	OAM Operations & Maintenance

Rebecca

Please find below questions raised with CAF and there response

1. Do the Canberra Urbos fleet have bogie bump stops similar or the same as those on the Sydney Inner West Light Rail CAF Urbos fleet? **Canberra Urbos fleet has bump stops, but the design is different from Sydney.**
2. Possible causes of the cracking on the Sydney Inner West fleet as known currently including track geometry considerations? **Although the problem is still under investigation, according to the information received up to now, our understanding is that the influence of the external infrastructure, trams running at high speeds through sharp curves and incorrect maintenance aspects are the primary causes of the issue.**
3. Can CAF confirm the risk of the cracking experienced on the Sydney Inner West Urbos fleet is being actively managed on the Canberra fleet? **One of the contributing factors for the cracks was the out of tolerance adjustment of the rotational stops, Sydney IWE fleets had several of them out of tolerance however in Canberra those adjustments are checked regularly on the 2xIS inspections (once a month) and also during the bogie replacement verification checks. For the other factor regarding trams running at high speeds when entering/exiting curves with no transition, an operational check from CMET should be put in place.**
4. The likelihood of such cracking occurring on the Canberra LRV fleet? **We do not foresee such cracking occurring on the Canberra LRV fleet.**
5. Current maintenance actions and inspections to the Canberra LRV fleet in mitigate possible cracking similar to the Sydney Inner West Fleet? **This topic has been discussed with the maintenance team and we have confirmed the rotational stop inspections are being checked as per the TMP, and also checked during the bogie replacement activities.**
6. Any proposed changes to inspections noted at 5 above resulting from the experience of the Sydney Inner West Fleet? **No changes required.**

Regards

[REDACTED]

From: R Garrett
Sent: 02/11/2021 12:11:34 PM AEDT (GMT +11:00)
To: [REDACTED] Kirsty Beram, Jo Dawson, Fito Pando Molina
Mail Number: CMA LR-GCOR-008249
Subject: LRV Cracking IWLR

Area:	00 All Areas
Discipline:	OAM Operations & Maintenance

Hi [REDACTED]

Transport Canberra is aware of the cracking experienced in the bogie bump stops on the Sydney Inner West Light Rail CAF Urbos fleet. We are seeking confirmation from Canberra Metro that this risk is being actively managed on the Canberra Fleet. Can you please provide some assurance, including, proposed maintenance actions, monitoring and what is being done to determine the likelihood of this occurring in Canberra or an understanding of the type of geometry which has led to this cracking in Sydney.

Thanks for your help with this

Bec

[REDACTED]

[REDACTED]

16 November 2021

Ref: SPV-CCOMM-006718

Ms Jo Dawson
Transport Canberra
Territory Representative
480 Northbourne Avenue
Dickson, ACT 2604

Dear Jo

Subject; CAF Urbos 3 Structural Integrity

We refer to your letter ref: A31628485 dated the 12 November 2021 and provide the following response.

Canberra Metro, through our O&M Contractor is in discussions with CAF, the supplier and maintainer of the Urbos 3 Light Rail Vehicles in Canberra and have requested CAF provide us with further advice on cracking reported in the media within their Urbos 3 Light Rail Vehicles.

We await this advice from CAF in particular relevant crack locations and its applicability to Canberra Light Rail fleet if any.

Canberra Metro at this stage are not able to provide any advice on the applicability of any cracking to the Canberra fleet, as seen in recent media advice from the Sydney Inner West and West Midlands light rail.

It is Canberra Metro's opinion that any discussion around the cause of cracking would be speculative, until further investigations are undertaken, and a root cause established. Any cracking could be the result or contribution of several factors including:

- Design
- Manufacturing/fabrication
- Maintenance practices of both LRV's and track
- Track construction, embedded track, or ballasted track
- Track geometry and speed.

As you are aware Canberra Metro advised the Territory of a potential issue of "Door Fatigue Cracks" in the Urbos 3 vehicles in 2019 with further advice in March 2020 including a detailed Management Plan provided by CAF that included:

- Root Cause
- Inspection requirements
- Interim repair if found and
- Final modification if cracks are found

Such inspections have been undertaken and will continue, with no cracks being found in the Canberra Light Rail Fleet. The latest inspection completed through June and July 2021.

Our O&M Contractor and their light rail vehicle maintainer, CAF, have undertaken the following inspections to ensure all our light rail vehicles are safe to operate.

- 9th November 2021 – Bogie Bumper Stop, LRV No 011, 193,000km's
- 11th November 2021 – Bogie Box, LRV No 011

This was a joint inspection with Project Co, O&M Contractor, the Territory and CAF in attendance.

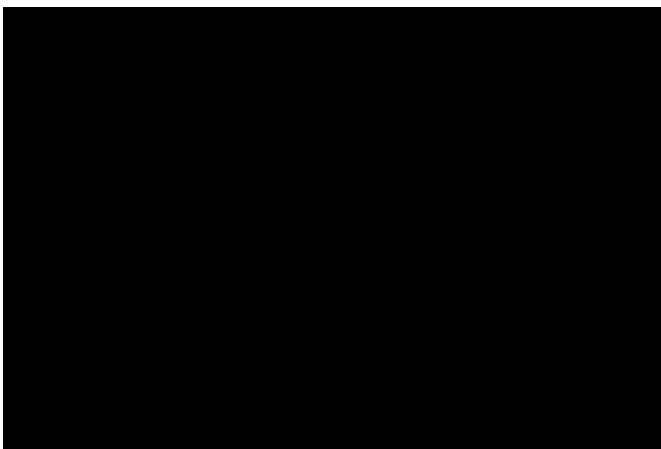
Canberra Metro can confirm these inspections found no cracking or fault evident.

Our O&M Contractor and their light rail vehicle maintainer, CAF, are currently developing an enhanced inspection regime for the bogie bumper stop and bogie box. We expect we will be able to make this available later this week.

Our O&M Contractor is in discussions with ONRSR, who are aware of the issues on the Sydney Inner West Light Rail fleet. At this stage ONRSRS have not issued any notices or directions in relation to Canberra Light Rail fleet.

Our O&M Contractor and their light rail vehicle maintainer, CAF, continue to undertake the required inspections and maintenance of our fleet to ensure all our light rail vehicles are safe to operate and there is no risk to our customers, staff or community safety.

We will continue to work closely with the Territory and provide updates as further information is available.



17 November 2021

Ref: SPV-CCOMM-006726

Ms Jo Dawson
Transport Canberra
Territory Representative
480 Northbourne Avenue
Dickson, ACT 2604

Dear Jo

Subject; CAF Urbos 3 Structural Integrity - Update

Further to our letter ref: SPV-CCOMM-006718 dated 16 November 2021 we provide further information in relation to the Urbos 3 Structural Integrity.

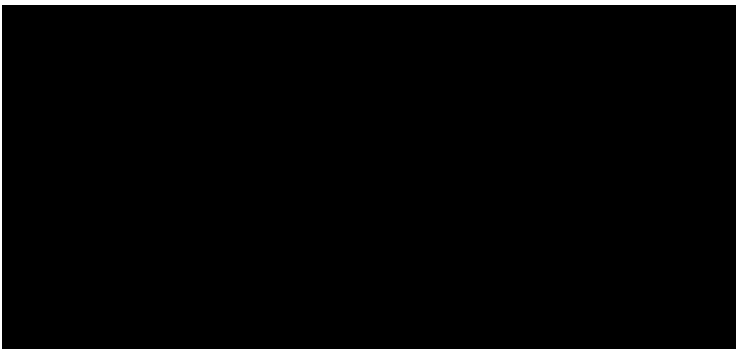
Our O&M Contractor has had confirmation from their light rail vehicle maintainer, CAF, on further additional inspections they will perform on the Canberra Light Rail Fleet.

- CAF will carry out an interior side visual inspection of the bogie box area on every Canberra Light Rail Vehicle over the next three months
- CAF will in addition once a year undertake an interior side visual inspection of the bogie box area on three Canberra Light Rail Vehicle with the highest km's
- This will continue until the root cause analysis of the Sydney Inner West light rail vehicles cracking can be established.

CAF have also provided comments on why they believe Sydney Inner West Light Rail cracking is not going to appear in the Canberra Light Rail Fleet, we have attached their letter.

We will continue to work closely with the Territory and provide updates as further information is available.

Kind regards,



Canberra Metro Pty Ltd

Attached: CAF Letter 17 November 2021

Canberra Metro Operations
9 Sandford st
Mitchell, ACT, 2911
[REDACTED]
Engineering Manager, Operations & Maintenance

CRA – CMO – 045_17112021

Project : Canberra Light Rail
Subject : Bogie box area regular inspections
Ref : -
CC : CMET [REDACTED] CAF [REDACTED]

17th Nov 2021

Dear [REDACTED]

As previously discussed and in light of the recent events related to the cracks identified on the bogie box of the Sydney Light Rail vehicles, in order to provide assurance to TC and CMET that external factor are not going to affect to the Canberra Light Rail vehicles in a similar way to the above mentioned vehicles, CAF RA is proposing to undertake a full fleet check by accessing to the interior side of the bogie box area for visual inspection in every vehicle within the next 3 months, in order to avoid disruption to service. CAF RA is proposing and ongoing check once a year for the 3 vehicles with highest km until the root cause analysis of the Sydney Light Rail vehicles is identified, at that stage ongoing inspection regime will be amended if required.

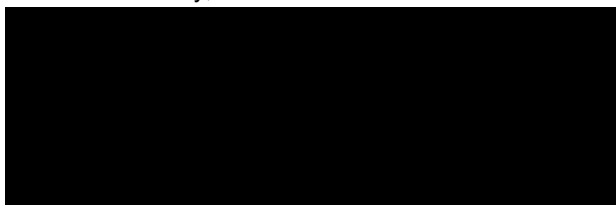
The reasons why CAF believes this problem is not going to appear in the Canberra LRVs is listed below:

- Canberra uses aluminium instead of mild steel for the affected area on the Sydney IWE LRVs, none of the projects with this configuration (around 14 projects prior to Canberra LRVs) have ever reported any issues.
- For projects with the mild steel configuration such as Sydney, only 1 project suffered this issue, and it was identified to be due to external factors. In Sydney we are still investigating the root cause of this issue.
- Inspection with the highest amount of KM in Canberra fleet performed on 11/11/2021 showed no signs of cracks.

Due to the above reasons, CAF RA believes the proposed regime will be enough to provide assurance to all stakeholders.

If you have any question, feel free to contact me.

Yours faithfully,



CAF Rail Australia (Grupo CAF S.A.)

From: [REDACTED]
To: [Dawson, Jo](#)
Cc: [Garrett, Rebecca](#)
Subject: Edinburgh Trams
Date: Tuesday, 16 November 2021 8:26:32 AM
Attachments: [image003.png](#)

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Morning Jo,

Got a message back from Edinburgh and they have CAF as the maintainer, so benefiting from proactive and knowledgeable support (like you!!).

- CAF believe Birmingham and Sydney issues are due to poor maintenance and speeds not being adhered to on the network.
- CAF did a full fleet check of the Edinburgh fleet when the issue was first identified and found all ok.
- CAF regularly inspect the area during maintenance for signs of issues.
- They did a check of 3 units last week and found no issues.
- Edinburgh Trams are making sure speeds are adhered to on the network.

So I think networks with CAF as a maintainer is helping, and they are being very supportive of the operator.

I have a call with the US fleets tomorrow morning to see what is happening there. Anecdotally, I have heard they don't have issues, but need to check a few things like a) who is the maintainer, b) have they checked the areas for the issues, c) have anything been put in place by way of an ongoing check, and d) what is the design of the bogie box.

Chat later,

[REDACTED]

[REDACTED]
[REDACTED]

Transport - Asia Pacific
Engineering, Design & Project Management

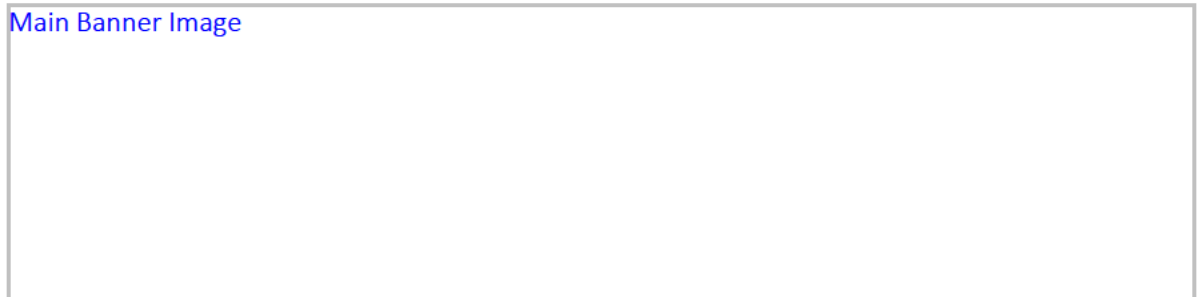
[REDACTED] [REDACTED] [REDACTED]

[REDACTED]

Newcastle

[REDACTED]

Main Banner Image



Company



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From: [REDACTED]
To: [Garrett, Rebecca](mailto:rebecca.garrett@act.gov.au)
Cc: [Palmer, Samuel](mailto:samuel.palmer@act.gov.au)
Subject: RE: URGENT - LRV Bogie Rotational Bracket Cracking
Date: Tuesday, 5 October 2021 11:46:48 AM
Attachments: [image002.jpg](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

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Hi Bec,

Same issue has been seen on Birmingham, and may be an older bogie evolution. They have changed the area on the bogie in the US, presumably as a result of identifying it somewhere else.

We saw a similar issue with Melbourne trains, and we instrumented a bogie to identify the location and conditions that caused it.

[REDACTED]

Regards,

[REDACTED]

Transport - Asia Pacific
Engineering, Design & Project Management

[REDACTED]

Newcastle

From: Garrett, Rebecca <Rebecca.Garrett@act.gov.au>
Sent: Tuesday, 5 October 2021 11:25 AM
To: [REDACTED]
Cc: Palmer, Samuel <Samuel.Palmer@act.gov.au>
Subject: RE: URGENT - LRV Bogie Rotational Bracket Cracking

OFFICIAL

Thanks for the heads up [REDACTED]

Just confirming is this related to the issue with the bogies in the Birmingham fleet in June? Are we seeing the same issues occurring in Sydney & Melbourne or is this different?

Maybe we chat more on this on Thursday.

Bec

Rebecca Garrett | CPEng | Director Asset and Technical | Light Rail
Mobile [REDACTED] | Email rebecca.garrett@act.gov.au
Transport Canberra and City Services | ACT Government
Level 3 480 Northbourne Avenue Dickson Canberra ACT 2601

Connected services for the people of Canberra

From: [REDACTED]
Sent: Tuesday, 5 October 2021 8:09 AM
To: Garrett, Rebecca <Rebecca.Garrett@act.gov.au>
Cc: Palmer, Samuel <Samuel.Palmer@act.gov.au>
Subject: URGENT - LRV Bogie Rotational Bracket Cracking

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Good morning Bec,

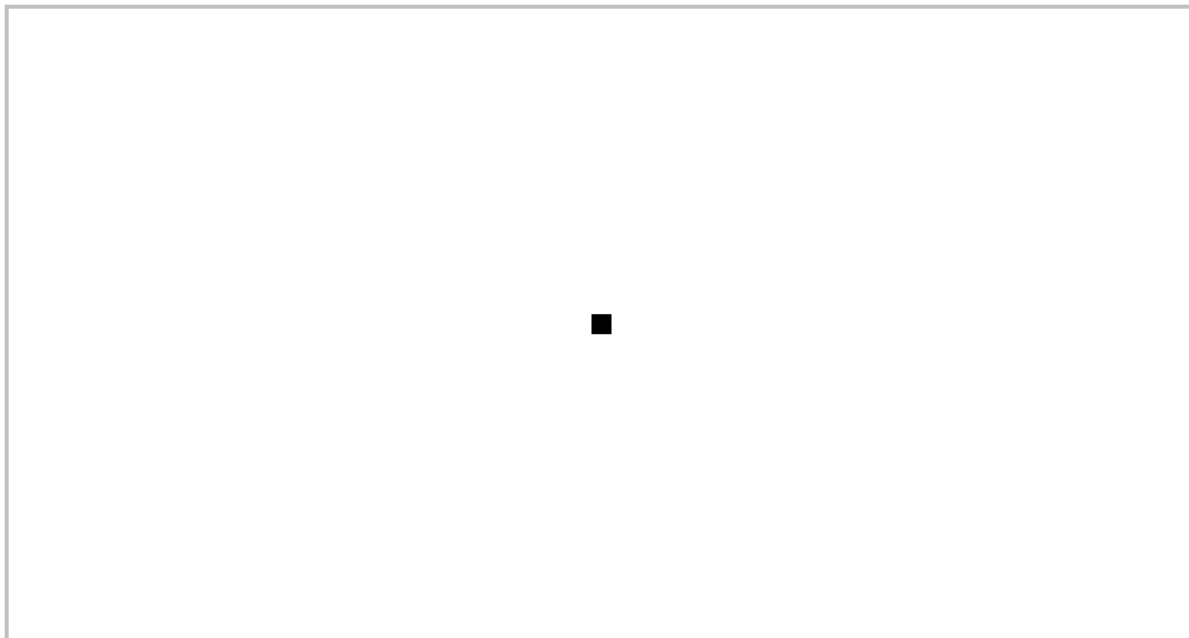
Recommend that you urgently seek a response from CMET on the status of the CLR fleet for an issue related to cracking rotational brackets on the C module bogies. I suspect that the CLR network is not as onerous as the IWELR and Birmingham ones, or the design may be addressed, but TC should seek immediate assurance this is not an issue.

CAF would be well aware of the issue given previous distributions, but best to get on the front foot.

We have experience in this issue on other fleets (Melbourne) and showing where the issue occurs on the Network.

Regards,

█



█ █

Transport - Asia Pacific
Engineering, Design & Project Management

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Beram, Kirsty

From: Littlejohn, Tahni
Sent: Tuesday, 9 November 2021 4:13 PM
To: Virtue, Geoff
Subject: RE: Case 130118 - Sydney LRV Cracking Enquiry

OFFICIAL

Great, thank you Geoff.

Kind regards,
Tahni

Tahni Littlejohn

Director, Light Rail Operations and Performance
Email: Tahni.Littlejohn@act.gov.au | Phone: (02) 6205 2928
Light Rail Operations | Transport Canberra and City Services | ACT Government
Level 3, 480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601

From: Virtue, Geoff <Geoff.Virtue@act.gov.au>
Sent: Tuesday, 9 November 2021 1:07 PM
To: Dawson, Jo <Jo.Dawson@act.gov.au>; Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>; Van Aalst, Sally <Sally.VanAalst@act.gov.au>
Subject: RE: Case 130118 - Sydney LRV Cracking Enquiry

OFFICIAL

Hi Tahni

No worries that is fine.

Sal will arrange with her team to reply.

Cheers
Geoff

From: Dawson, Jo <Jo.Dawson@act.gov.au>
Sent: Tuesday, 9 November 2021 11:26 AM
To: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>; Virtue, Geoff <Geoff.Virtue@act.gov.au>; Van Aalst, Sally <Sally.VanAalst@act.gov.au>
Subject: RE: Case 130118 - Sydney LRV Cracking Enquiry

OFFICIAL

Those tweaks work for me.

Jo Dawson
Executive Branch Manager
Light Rail Operations - TCCS
[REDACTED]

From: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>
Sent: Tuesday, 9 November 2021 11:22 AM
To: Virtue, Geoff <Geoff.Virtue@act.gov.au>; Van Aalst, Sally <Sally.VanAalst@act.gov.au>
Cc: Dawson, Jo <Jo.Dawson@act.gov.au>
Subject: RE: Case 130118 - Sydney LRV Cracking Enquiry

OFFICIAL

Hi Geoff,

Fantastic, thank you for confirming. I thought the TCCS Media account (tccs.media@act.gov.au) would be best, as one point of contact for all cracking enquires, but I'm open to your feedback on this?

Should this email also be provided in CMET's response? I have tweaked Jo's version slightly to make it clear CMET have already forwarded the enquiry to TC (to avoid duplication).

Dear XXXX,

Thank you for your email. Canberra Metro is confident the Canberra Light Rail Network is safe to operate and regularly inspects all vehicles.

However, information regarding the recent media articles involving the Sydney Light Rail issues, will be managed through Transport Canberra.

I have passed on your email so they can respond to your enquiry. If you have any further questions please contact tccs.media@act.gov.au.

Kind regards
[REDACTED]

Kind regards,
Tahni

Tahni Littlejohn

Director, Light Rail Operations and Performance
Email: Tahni.Littlejohn@act.gov.au | Phone: (02) 6205 2928
Light Rail Operations | Transport Canberra and City Services | ACT Government
Level 3, 480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601

From: Virtue, Geoff <Geoff.Virtue@act.gov.au>
Sent: Tuesday, 9 November 2021 11:06 AM
To: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>; Van Aalst, Sally <Sally.VanAalst@act.gov.au>
Cc: Dawson, Jo <Jo.Dawson@act.gov.au>
Subject: RE: Case 130118 - Sydney LRV Cracking Enquiry

OFFICIAL

Hi Tahni

This is good to go and can be sent from TCCS. I probably should remember but I cannot recall if we agreed on what account it goes from.

Geoff

From: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>
Sent: Monday, 8 November 2021 4:55 PM
To: Van Aalst, Sally <Sally.VanAalst@act.gov.au>; Virtue, Geoff <Geoff.Virtue@act.gov.au>
Cc: Dawson, Jo <Jo.Dawson@act.gov.au>
Subject: FW: Case 130118 - Sydney LRV Cracking Enquiry

OFFICIAL

Hi Sally & Geoff,

The following response for [REDACTED] has been cleared by Jo. I have highlighted his original enquiry in blue at the bottom of this thread:

Dear [REDACTED]

Thank you for your email.

Our operator and maintainer, Canberra Metro have undertaken inspections of the Canberra light rail vehicle (LRV) fleet and have not detected any cracking in the LRV frames, to date.

The Office of the National Rail Safety Regulator (ONRSR) is actively investigating the situation in NSW and has not raised any concerns regarding the Canberra fleet.

Canberra Metro continue to undertake the required inspections and maintenance of the light rail fleet to ensure all LRVs are safe to operate and there is no risk to customers, staff or community safety.

TCCS will continue to work closely with Canberra Metro and the NSW Government to understand progress on the rectification for the inner-west fleet.

Kind regards,

Let me know once you have confirmed with Anton if the responses can be sent from TCCS.

Kind regards,
Tahni

Tahni Littlejohn

Director, Light Rail Operations and Performance
Email: Tahni.Littlejohn@act.gov.au | Phone: (02) 6205 2928
Light Rail Operations | Transport Canberra and City Services | ACT Government
Level 3, 480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601

From: Canberra Metro Operations <info@Cmet.com.au>
Sent: Monday, 8 November 2021 2:49 PM
To: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>
Subject: FW: Case 130118

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Hi Tahni

I've included two responses for this email"

- 1) Standard reply for interest received for Sydney Light Rail cracking issues
- 2) Reply to this specific question

Dear [REDACTED]

Thank you for your email.

Any information regarding the recent media articles involving the Sydney Light Rail issues, will be managed through Transport Canberra.

Please contact XXXXXX. (Need a generic email address please)

Kind regards

[REDACTED]

Etc

To be sent from TC generic email address:

Dear [REDACTED]

Thank you for your email.

Our operator and maintainer, Canberra Metro have undertaken inspections of the Canberra light rail vehicle (LRV) fleet and have not detected any cracking in the LRV bogies in inspections to date.

The Office of the National Rail Safety Regulator (ONRSR) is actively investigating the situation in NSW and has not raised any concerns regarding the Canberra fleet, to date.

Canberra Metro continue to undertake the required inspections and maintenance of the light rail fleet to ensure all LRVs are safe to operate and there is no risk to customers, staff or community safety.

Regards

XXXXXXX

From: Stewart, Christie <Christie.Stewart@act.gov.au>

Sent: Friday, 5 November 2021 9:17 AM

To: Canberra Metro Operations <info@Cmet.com.au>

Subject: Case 130118

OFFICIAL

Good Morning

Please see enquiry received regarding the fleet. Can you please advise when this customer has been contacted so that I can close off the case from this end?

Sydney LR services on LR1 (Central-Dulwich Hill) have been suspended since 28 October due to the discovery of structural cracks in the chassis of the CAF vehicles which are essentially the same as those used in Canberra. The vehicles have been replaced by buses for at least a month while rectification is taking place. Is there a plan to examine/correct any similar issues with the Canberra vehicles before any similar defects take our system out of service?

Citizen Details

Account Name

[REDACTED]

Contact Email

[REDACTED]

Contact Phone

[REDACTED]

Kind Regards

Christie Stewart | Team Leader

T 02 6207 8059 E christie.stewart@act.gov.au

Customer Experience | Transport Canberra and City Services | ACT Government

480 Northbourne Ave, Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au



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Beram, Kirsty

From: Virtue, Geoff
Sent: Tuesday, 9 November 2021 11:06 AM
To: Littlejohn, Tahni; Van Aalst, Sally
Cc: Dawson, Jo
Subject: RE: Sydney Inner West Light Rail

Follow Up Flag: Follow up
Flag Status: Completed

OFFICIAL

This is also cleared

From: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>
Sent: Monday, 8 November 2021 4:58 PM
To: Van Aalst, Sally <Sally.VanAalst@act.gov.au>; Virtue, Geoff <Geoff.Virtue@act.gov.au>
Cc: Dawson, Jo <Jo.Dawson@act.gov.au>
Subject: FW: Sydney Inner West Light Rail

OFFICIAL

Hi Sally & Geoff,

The following response for [REDACTED] has been cleared by Jo (noting it is the same response as provided for the previous customer enquiry). I have highlighted his original enquiry in blue at the bottom of this thread:

Dear [REDACTED]

Thank you for your email.

Our operator and maintainer, Canberra Metro have undertaken inspections of the Canberra light rail vehicle (LRV) fleet and have not detected any cracking in the LRV frames, to date.

The Office of the National Rail Safety Regulator (ONRSR) is actively investigating the situation in NSW and has not raised any concerns regarding the Canberra fleet.

Canberra Metro continue to undertake the required inspections and maintenance of the light rail fleet to ensure all LRVs are safe to operate and there is no risk to customers, staff or community safety.

TCCS will continue to work closely with Canberra Metro and the NSW Government to understand progress on the rectification for the inner-west fleet.

Kind regards,

Kind regards,
Tahni

Tahni Littlejohn
Director, Light Rail Operations and Performance
Email: Tahni.Littlejohn@act.gov.au | Phone: (02) 6205 2928

Light Rail Operations | Transport Canberra and City Services | ACT Government
Level 3, 480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601

From: [REDACTED]
Sent: Monday, 8 November 2021 2:45 PM
To: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>
Subject: FW: Sydney Inner West Light Rail

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Hi Tahni

As discussed, for your review two responses below:

- 1) Standard response that will be given to anyone who enquires about Sydney light rail cracking issues.
- 2) Suggested response for this request from PTCBR.

Dear [REDACTED]

Thank you for your email.

Any information regarding the recent media articles involving the Sydney Light Rail issues, will be managed through Transport Canberra.

Please contact XXXXXX. (Need a generic email address please)

Kind regards

[REDACTED]
Etc

Dear [REDACTED]

Thank you for your email.

Our operator and maintainer, Canberra Metro have undertaken inspections of the Canberra light rail vehicle (LRV) fleet and have not detected any cracking in the LRV boogies in inspections to date.

The Office of the National Rail Safety Regulator (ONRSR) is actively investigating the situation in NSW and has not raised any concerns regarding the Canberra fleet, to date.

Canberra Metro continue to undertake the required inspections and maintenance of the light rail fleet to ensure all LRVs are safe to operate and there is no risk to customers, staff or community safety.

Regards
XXXXXXX

From: [REDACTED] >
Sent: Friday, 5 November 2021 5:22 PM
To: [REDACTED]
Subject: Sydney Inner West Light Rail

Good afternoon [REDACTED]

I suspect CMET are all over this, but I am reaching out regarding the recent news that the CAF Urbos 3s operating on Sydney's Inner West Light Rail line will be taken out of service for up to 18 months due to significant cracks appearing in the wheel arch:

<https://www.smh.com.au/national/nsw/sydney-s-inner-west-light-rail-line-out-of-action-for-up-to-18-months-20211105-p596gv.html>

Noting that Canberra's LRVs are newer than the vehicles operating on the Sydney's system, is this something that CMET is expecting to deal with in the future, or could it be caught early enough for it not to become a major problem?

--

Best regards,

[REDACTED]
PTCBR

facebook: [PTCBR](#) website: www.ptcbr.org mob: [REDACTED]

Public Transport Association of Canberra Inc. (PTCBR)



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From: [Dawson, Jo](#)
To: [Virtue, Geoff](#); [Slinger, Erin](#)
Cc: [Van Aalst, Sally](#); [Littlejohn, Tahni](#)
Subject: RE: FOR INPUT/REVIEW: Taskforce disruption - talking points
Date: Monday, 8 November 2021 12:14:21 PM

OFFICIAL

Yes confirm ok with that.

I've asked Tahni to ensure Access Canberra have talking points as well and we'll include these in the QTB which we have been asked for

Jo Dawson
Executive Branch Manager
Light Rail Operations - TCCS
[REDACTED]

From: Virtue, Geoff <Geoff.Virtue@act.gov.au>
Sent: Monday, 8 November 2021 12:11 PM
To: Slinger, Erin <Erin.Slinger@act.gov.au>
Cc: Van Aalst, Sally <Sally.VanAalst@act.gov.au>; Dawson, Jo <Jo.Dawson@act.gov.au>
Subject: RE: FOR INPUT/REVIEW: Taskforce disruption - talking points

OFFICIAL

Hi E

Thanks for this. While technically not related to disruption, it is probably worth adding some talking points re the light rail issue given it could come up.

Jo how is the below?

Sydney light rail cracking

While the same model of (CAF) light rail vehicles are used in the ACT, our fleet is much younger and uses a different type of track.

The ACT Government is working closely with both the NSW Government and the operator of the ACT's light rail system, Canberra Metro, to be assured of the safety and ongoing reliability of the Canberra light rail fleet.

CAF and Canberra Metro have undertaken inspections to check for this potential cracking issue and no areas of concern have been identified.

Regular inspections will continue to check for this issue in addition to the ongoing maintenance and inspection program already in place. Canberra Metro will liaise closely with CAF, Sydney light rail and the ACT Government.

From: Slinger, Erin <Erin.Slinger@act.gov.au>
Sent: Monday, 8 November 2021 11:31 AM
To: Navarro, Tania <Tania.Navarro@act.gov.au>; Stewart-Moore, Karen <Karen.Stewart-Moore@act.gov.au>; Johnston, ClaireV <ClaireV.Johnston@act.gov.au>; Preece, Katherine

<Katherine.Preece@act.gov.au>; Hawkins, Katherine <Katherine.Hawkins@act.gov.au>; Marsden, Tim <Tim.Marsden@act.gov.au>; Pretorius, Dion <Dion.Pretorius@act.gov.au>; Hassett, Glen <Glen.Hassett@act.gov.au>; Hankinson, Joel <Joel.Hankinson@act.gov.au>; Wadwell, Emily <Emily.Wadwell@act.gov.au>; Rayner, Jennifer <Jennifer.Rayner@act.gov.au>; Gallacher, Anton <Anton.Gallacher@act.gov.au>; Skinner, Melanie <Melanie.Skinner@act.gov.au>; Dunne Breen, Michelle <Michelle.DunneBreen@act.gov.au>; Campbell, Casey <Casey.Campbell@act.gov.au>; Pobjie, Taylah <Taylah.Pobjie@act.gov.au>
Cc: Van Aalst, Sally <Sally.VanAalst@act.gov.au>; Aziz, Marguerite <Marguerite.Aziz@act.gov.au>; Virtue, Geoff <Geoff.Virtue@act.gov.au>
Subject: FOR INPUT/REVIEW: Taskforce disruption - talking points

Morning all,

For input and review can you please review the [current disruption taskforce talking points](#) and provide input by **COB Friday 12 October**. These talking points will continue to support communications with our stakeholders as well as be a resource for meetings/presentations.

If you have any questions or would like others to have access to this Teams site please contact myself or Sally van Aalst.

Regards,

Erin Slinger | Assistant Director, Marketing and Communication

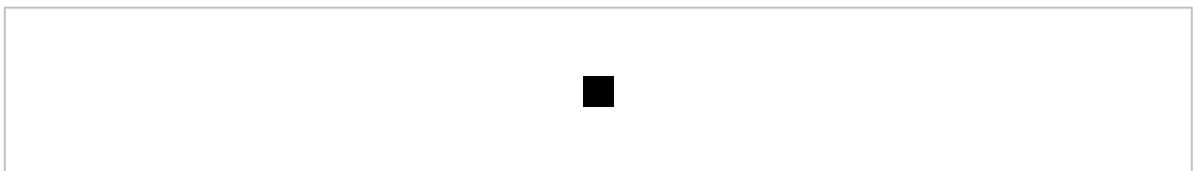
Phone 02 6207 4725 | Email erin.slinger@act.gov.au

Communications and Engagement | Transport Canberra and City Services | **ACT Government**

480 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601 | www.cityservices.act.gov.au |

www.transport.act.gov.au

Connected services for the people of Canberra



From: [Dawson, Jo](#)
To: [Garrett, Rebecca](#)
Cc: [Littlejohn, Tahni](#)
Subject: FW: NOTING: Crack in Light Rail trams.
Date: Wednesday, 3 November 2021 10:12:25 AM

OFFICIAL

FYI only

Jo Dawson
Executive Branch Manager
Light Rail Operations - TCCS
[REDACTED]

From: TCCS_Ministerial <TCCS.Ministerial@act.gov.au>
Sent: Wednesday, 3 November 2021 10:01 AM
To: Dawson, Jo <Jo.Dawson@act.gov.au>
Subject: RE: NOTING: Crack in Light Rail trams.

OFFICIAL

Thanks Jo

Yes, there is no need to contact the constituent.

From: Dawson, Jo <Jo.Dawson@act.gov.au>
Sent: Wednesday, 3 November 2021 9:57 AM
To: TCCS_Ministerial <TCCS.Ministerial@act.gov.au>
Subject: RE: NOTING: Crack in Light Rail trams.

OFFICIAL

Thankyou, noted, I assume no need to contact the constituent.

We are aware of this issue and it is something that CMET are already ensuring should not be a risk for our fleet with CAF.

Jo Dawson
Executive Branch Manager
Light Rail Operations - TCCS
[REDACTED]

From: TCCS_Ministerial <TCCS.Ministerial@act.gov.au>
Sent: Wednesday, 3 November 2021 9:35 AM
To: Dawson, Jo <Jo.Dawson@act.gov.au>
Subject: FW: NOTING: Crack in Light Rail trams.

OFFICIAL

Hi Jo

For appropriate action please.

Thanks
Mark

From: STEEL <STEEL@act.gov.au>
Sent: Wednesday, 3 November 2021 9:04 AM
To: TCCS_Ministerial <TCCS.Ministerial@act.gov.au>
Cc: TCCS_DLO <TCCS.DLO@act.gov.au>
Subject: NOTING: Crack in Light Rail trams.

Noting please.

Thanks!

From: BARR Reception <BARR@act.gov.au>
Sent: Tuesday, 2 November 2021 6:26 PM
To: STEEL <STEEL@act.gov.au>
Subject: FW: Crack in Light Rail trams.

Hi Greta

[REDACTED] – will leave this one with you to action or NFA as appropriate

Britt

From: [REDACTED] >
Sent: Tuesday, 2 November 2021 3:28 AM
To: BARR Reception <BARR@act.gov.au>
Subject: Crack in Light Rail trams.

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To the Chief Minister of the Australian Capital Territory Mr Andrew Barr.

Dear Mr Barr,

The Sydney Morning Herald revealed on 31 Oct 2021 that cracks were discovered in every tram (of 6 inspected) which service the L1 Dulwich Hill line in NSW. The cracking trams are Spanish-built.

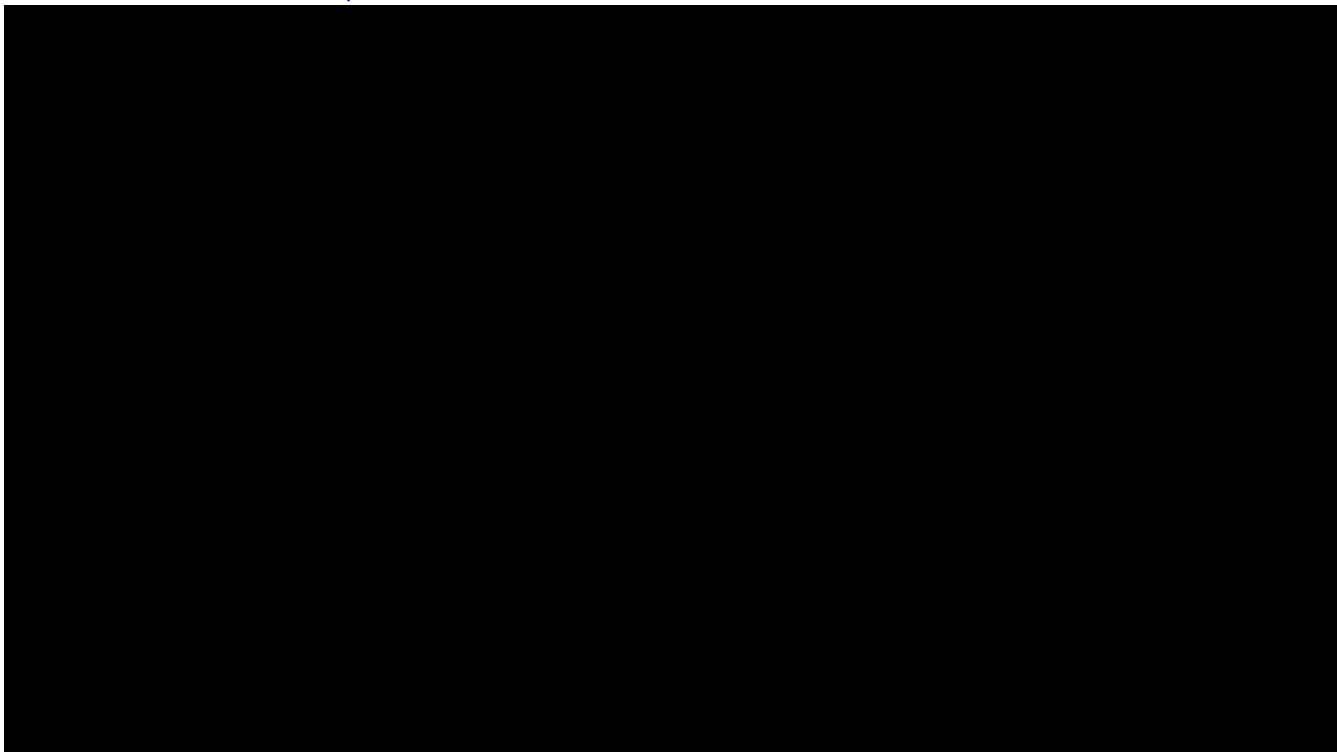
"More intensive investigations have discovered cracks in all six trams so far inspected."

"Mr (Howard) Collins (Transport for NSW chief operations officer) said most of the cracking had been discovered near what he described as the wheel-arch of the trams."

"Opposition transport spokeswoman Jo Haylen said the government needed to consider procuring trams from Australia given the latest issues with the Spanish-built fleet in Sydney."

<'It's pretty extensive': More cracks discovered in Inner West trams>

<https://www.smh.com.au/national/nsw/it-s-pretty-extensive-more-cracks-discovered-in-inner-west-trams-20211031-p594rr.html>



If "Canberra Light Rail" trams had been purchased from the same Spanish manufacturer as the NSW trams have cracking, then the "Canberra Light Rail" trams might have the similar hardware/mechanical faults.

The safety of "Canberra Light Rail" passengers are very important.

Thank you very much for your help!

Good luck,

██████████

From: [Dawson, Jo](#)
To: [Littlejohn, Tahni](#); [Garrett, Rebecca](#)
Subject: Fwd: URGENT APPROVAL: 10 News - Light Rail
Date: Monday, 8 November 2021 6:59:14 AM

FYI

Jo Dawson
Executive Branch Manager
Light Rail Operations - TCCS
[REDACTED]

From: Virtue, Geoff <Geoff.Virtue@act.gov.au>
Sent: Saturday, November 6, 2021 09:11
To: Dawson, Jo
Subject: Re: URGENT APPROVAL: 10 News - Light Rail

Hey, all good.

Response got updated a bit to what is in this story:

<https://www.canberratimes.com.au/story/7499606/light-rail-vehicle-cracks-in-sydney-prompt-act-govt-to-check-fleet/?cs=14329>

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From: Dawson, Jo <Jo.Dawson@act.gov.au>
Sent: Friday, November 5, 2021 7:26:26 PM
To: Virtue, Geoff <Geoff.Virtue@act.gov.au>
Subject: RE: URGENT APPROVAL: 10 News - Light Rail

OFFICIAL

Just saw a typo – operators not operations.... Likely too late to correct now – sorry for not spotting earlier (highlighted below)

Jo Dawson
Executive Branch Manager
Light Rail Operations - TCCS
[REDACTED]

From: Virtue, Geoff <Geoff.Virtue@act.gov.au>
Sent: Friday, 5 November 2021 5:05 PM
To: Van Aalst, Sally <Sally.VanAalst@act.gov.au>; Dawson, Jo <Jo.Dawson@act.gov.au>; McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>
Subject: RE: URGENT APPROVAL: 10 News - Light Rail

OFFICIAL

Hi Sal, I just tidied up the wording a little.

The ACT Government is aware of the potential design flaw identified by the NSW Government and is engaging with both the NSW Government and Canberra Metro, as **operations** of the light rail system, to be assured this is not a risk to the Canberra light rail fleet. Canberra Metro is aware of this issue and will be undertaking regular inspections to check for it.

This is in addition to the regular maintenance and inspection program already in place which is done as per the manufacturer's (CAF) guidelines.

It should be noted that Canberra light rail vehicles operate on a different track type to Sydney light rail and are a much younger fleet.

From: Van Aalst, Sally <Sally.VanAalst@act.gov.au>
Sent: Friday, 5 November 2021 5:04 PM
To: Dawson, Jo <Jo.Dawson@act.gov.au>; McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>; Virtue, Geoff <Geoff.Virtue@act.gov.au>
Subject: RE: URGENT APPROVAL: 10 News - Light Rail

OFFICIAL

will do

From: Dawson, Jo <Jo.Dawson@act.gov.au>
Sent: Friday, 5 November 2021 5:03 PM
To: Van Aalst, Sally <Sally.VanAalst@act.gov.au>; McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>; Virtue, Geoff <Geoff.Virtue@act.gov.au>
Subject: RE: URGENT APPROVAL: 10 News - Light Rail

OFFICIAL

Maybe just say 'potential' design flaw – as we don't know if its design or maintenance practices that is the cause yet

Jo Dawson
Executive Branch Manager
Light Rail Operations - TCCS
[REDACTED]

From: Van Aalst, Sally <Sally.VanAalst@act.gov.au>
Sent: Friday, 5 November 2021 4:59 PM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>; Virtue, Geoff <Geoff.Virtue@act.gov.au>; Dawson, Jo <Jo.Dawson@act.gov.au>
Subject: RE: URGENT APPROVAL: 10 News - Light Rail

OFFICIAL

rry we have just added:

Canberra Metro have regular maintenance and inspection program in place as per the manufacturer (CAF's) guidelines.

From: McHugh, Ben <Ben.McHugh@act.gov.au>
Sent: Friday, 5 November 2021 4:58 PM
To: Van Aalst, Sally <Sally.VanAalst@act.gov.au>
Cc: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>; Gleeson, Jody <Jody.Gleeson@act.gov.au>; Virtue, Geoff <Geoff.Virtue@act.gov.au>
Subject: Re: URGENT APPROVAL: 10 News - Light Rail

Thanks Sal,

Happy for this to go out.

Ben

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From: Van Aalst, Sally <Sally.VanAalst@act.gov.au>
Sent: Friday, November 5, 2021 4:50:32 PM
To: McHugh, Ben <Ben.McHugh@act.gov.au>
Cc: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>; Gleeson, Jody <Jody.Gleeson@act.gov.au>; Virtue, Geoff <Geoff.Virtue@act.gov.au>
Subject: URGENT APPROVAL: 10 News - Light Rail

OFFICIAL

Ben – as discussed for urgent review. Appreciated. S

From: Dawson, Jo <Jo.Dawson@act.gov.au>
Sent: Friday, 5 November 2021 4:49 PM
To: Littlejohn, Tahni <Tahni.Littlejohn@act.gov.au>; Van Aalst, Sally <Sally.VanAalst@act.gov.au>
Subject: RE: 10 News - Light Rail

OFFICIAL

The ACT Government is aware of the design flaw identified by the NSW Government and is engaging with both the NSW Government and Canberra Metro, as the operators of the light rail system, to be assured this is not a risk to the Canberra light rail fleet. The operator is aware of the issue and will be undertaking regular inspections to check for this issue.

It should be noted that Canberra vehicles operate on a different track type to Sydney Light Rail and are much younger fleet.

-----Original Message-----

From: Gallacher, Anton <Anton.Gallacher@act.gov.au>
Sent: Friday, 5 November 2021 4:30 PM
To: Van Aalst, Sally <Sally.VanAalst@act.gov.au>
Cc: Virtue, Geoff <Geoff.Virtue@act.gov.au>
Subject: RE: 10 News - Light Rail

Ok Sal - response probably need to be brief and along the lines below. Can we turn around quickly please?

Attribute to ACT Government spokesperson

The ACT's light rail system underwent rigorous safety testing and accreditation ahead of its launch in 2019. The light rail tracks and vehicles undergo regular inspections to ensure they provide a safe environment for our passengers and workers. This includes XX and YY.

Our proactive program of safety monitoring has not identified any issues with Canberra's light rail vehicles to date. We will engage with Canberra Metro as the operators of the light rail system to ensure that additional inspections are undertaken following this new information from the NSW Government.

-----Original Message-----

From: Van Aalst, Sally <Sally.VanAalst@act.gov.au>
Sent: Friday, 5 November 2021 4:18 PM
To: Gallacher, Anton <Anton.Gallacher@act.gov.au>
Cc: Virtue, Geoff <Geoff.Virtue@act.gov.au>
Subject: FW: 10 News - Light Rail

Hey Anton - FYI for tonights news.

Talking to Jo in a tic and will come to you soon with a proposed response.

Sal

-----Original Message-----

From: [REDACTED]
Sent: Friday, 5 November 2021 4:16 PM
To: TCCS_CM Media <TCCS.Media@act.gov.au>
Subject: 10 News - Light Rail

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attachments unless you recognise the sender and know the content is safe.

Good afternoon,

The NSW Government has announced it will decommission the L1 light rail after significant cracking was identified in 12 light rail vehicles.

The line may be shut down for 18months.

Transport engineers believe it is a global design flaw.

These trams are currently used in Newcastle & Canberra.

Will the ACT now investigate to see whether this issue exists in its fleet?

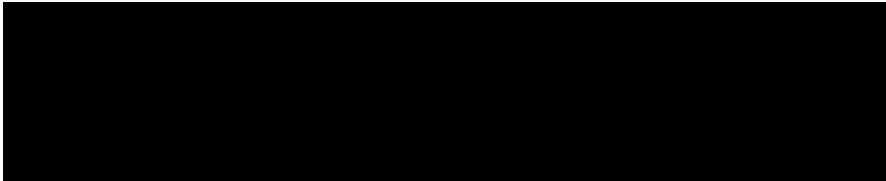
I'm on [REDACTED]

Sent from my iPhone

[REDACTED]
10 News First
[REDACTED]
[REDACTED]

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From: [Dawson, Jo](#)
To: [Beram, Krsty](#)
Subject: FW: Edinburgh Trams
Date: Friday, 3 December 2021 10:30:10 AM
Attachments: [image005.png](#)
[image008.png](#)
[image010.png](#)
[image016.png](#)



From: Fergusson, Paul <Paul.Fergusson@atkinsglobal.com>
Sent: Monday, 15 November 2021 7:32 AM
To: Dawson, Jo <Jo.Dawson@act.gov.au>
Cc: Garrett, Rebecca <Rebecca.Garrett@act.gov.au>
Subject: FW: Edinburgh Trams

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Morning Jo,

Trying to get information from Edinburgh, but they have pointed us back to CAF. Let me try to get a response to my email below and if not, then we can try from the owner perspective.

Cheers,



Transport - Asia Pacific
Engineering, Design & Project Management



Newcastle



From: [REDACTED]
Sent: Monday, 15 November 2021 7:30 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Edinburgh Trams

Good morning [REDACTED]

I know [REDACTED] pretty well from past projects, but really looking to understand what the operator/maintainer has seen on the Edinburgh fleet, particularly if any checks have been done in the at risk areas and also whether the design is similar to those in Birmingham and Sydney.

From the outside, Edinburgh looks to be the most similar network (ballasted and embedded track) and fleet age to the ones that have found the issues and stopped running because of it.

There are now other operators in Australia also concerned, and at present we have 2 data points to try and understand the issue better. Because Edinburgh is so similar, if we can understand that there is no issue, that will help with our risk profile and treatment.

Appreciate your help
Regards,



Transport - Asia Pacific
Engineering, Design & Project Management



Newcastle



From: [REDACTED]
Sent: Saturday, 13 November 2021 1:30 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Edinburgh Trams

[REDACTED]
The person to contact at CAF is [REDACTED] cc in this email

Best Regards

[REDACTED]



From: [REDACTED]
Sent: 09 November 2021 20:47
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Edinburgh Trams

Good evening [REDACTED]

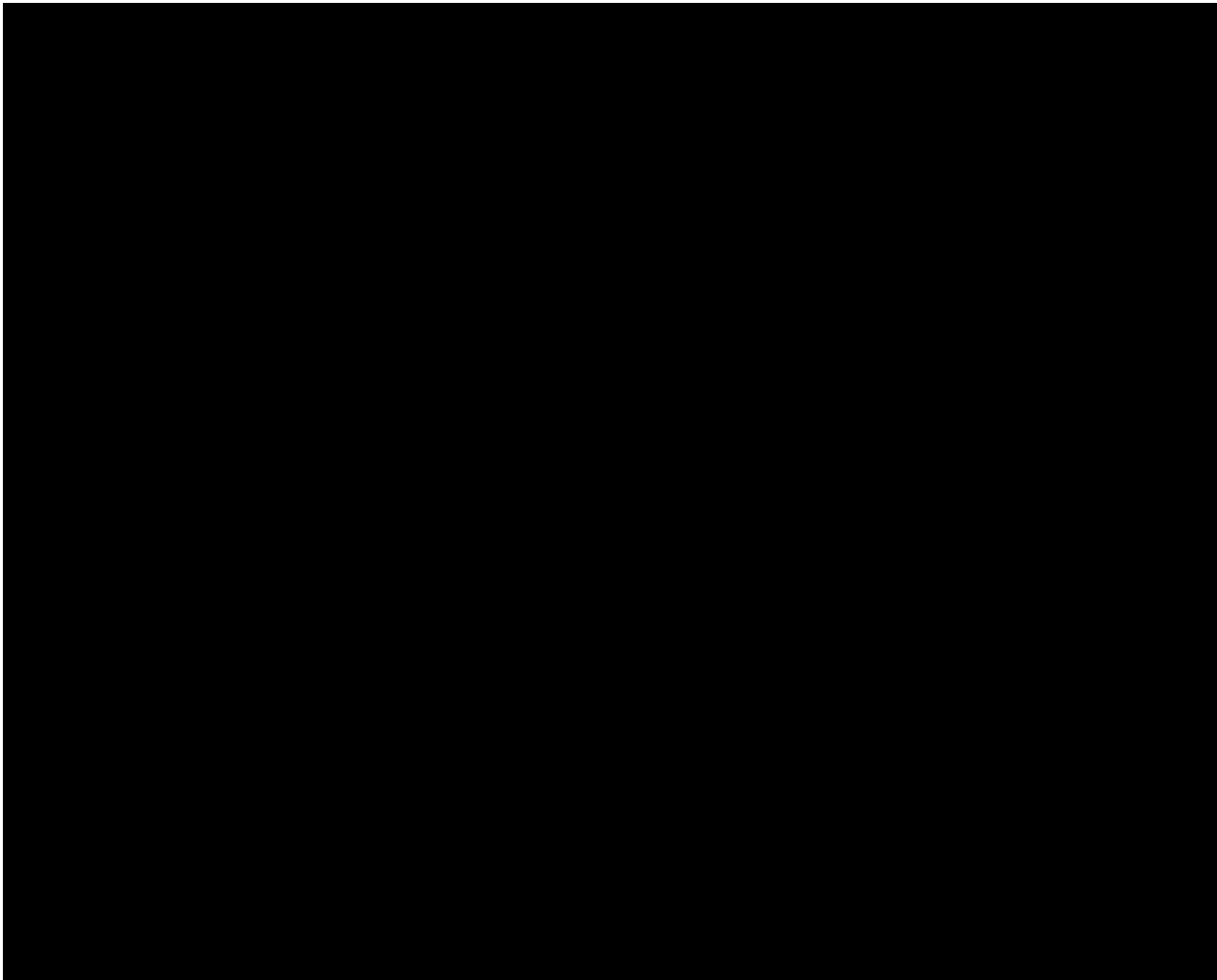
Wondering if someone at Edinburgh Tram, or indeed CAF, wouldn't mind connecting with [REDACTED] on the below issue?

[REDACTED] is supporting a client in New South Wales Australia and they are experiencing issues with their fleet of CAF Urbos, with the fleet presently grounded

Any input appreciated

Thanks,

[REDACTED]



Transport - Asia Pacific
Engineering, Design & Project Management



Newcastle



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From: [REDACTED]
To: [Dawson, Jo](#)
Cc: [Garrett, Rebecca](#)
Subject: RE: CAF's official statement about West Midlands Metro precautionary operation suspension
Date: Tuesday, 15 June 2021 10:27:49 AM

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Thanks Jo

Further to our brief phone chat – considerable mileage. Birmingham CAF Urbos 3s built and introduced to service between 2012 and 2015. OESS fit completed Dec 19. Poor track stated by WMM to be a major contributor before the CAF advice this am asserting that.

Regards

[REDACTED]

From: Dawson, Jo [mailto:Jo.Dawson@act.gov.au]
Sent: Tuesday, 15 June 2021 7:28 AM
To: [REDACTED]
Cc: Garrett, Rebecca <Rebecca.Garrett@act.gov.au>
Subject: Fwd: CAF's official statement about West Midlands Metro precautionary operation suspension

OFFICIAL

Hi [REDACTED]

You have a good understanding on the West Midlands operation - what kind of mileage (km's) have their fleet done?

We will ask CMET for confirmation if this issue is a problem for our fleet and what action being taken to inspect etc

Jo Dawson
Executive Branch Manager
Light Rail Operations - TCCS
[REDACTED]

From: [REDACTED]
Sent: Tuesday, June 15, 2021 07:35
To: Garrett, Rebecca
Cc: Dawson, Jo
Subject: FW: CAF's official statement about West Midlands Metro precautionary operation suspension

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Morning Bec,

You may be aware of the issues in Birmingham (West Midland Metro) with bogie boxes tearing, but now they have suspended services (link below). It was one of the asset condition inspections I was proposing for the LRV's.

<https://www.bbc.com/news/uk-england-birmingham-57439890>

I have requested a short presentation from CAF to explain the issue for the other Australian projects. See below that they do not foresee a problem on these fleets.

CAF have said they will inform the Territory shortly, so hopefully this comes through. Once done, I suggest a response is sought from CMET re risk to Canberra and an action plan (if any) of what they will be doing to allay fears.

Regards,

[Redacted]

[Redacted]
[Redacted]

Transport - Asia Pacific
Engineering, Design & Project Management

[Redacted]

[Redacted]

Newcastle

From: [Redacted]

Sent: Tuesday, 15 June 2021 7:22 AM

To: [Redacted]
[Redacted]

Cc: [Redacted]
[Redacted]

Subject: Re: CAF's official statement about West Midlands Metro precautionary operation suspension

Hi [Redacted]

So far it is not considered to do additional inspections in any other fleet worldwide.

In relation with the other projects mentioned, yes they will be informed accordingly.

Should you have any further questions, please don't hesitate to ask me.

Best regards,

[Redacted]

[Redacted]

[REDACTED]

[REDACTED]

[REDACTED]

J.M. Iturrioz, 26 - 20200 Beasain - Spain

www.caf.net

De: [REDACTED]

Enviado: lunes, 14 de junio de 2021 23:16

Para: [REDACTED]

Cc: [REDACTED]

Asunto: [EXTERNAL] RE: CAF's official statement about West Midlands Metro precautionary operation suspension

Thanks [REDACTED]

I have been aware of the issue, and the condition of the infrastructure in Birmingham. Will there be any precautionary inspections or checks done in Australia for the fleets here?

[REDACTED]

Thanks again for sharing so promptly.

Regards,

[REDACTED]

Transport - Asia Pacific
Engineering, Design & Project Management

[REDACTED]

[REDACTED]

Newcastle

From: [REDACTED]

Sent: Monday, 14 June 2021 7:44 PM

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

Subject: CAF's official statement about West Midlands Metro precautionary operation suspension

Hi [REDACTED]

As may have already heard, the operation of the Urbos CAF LRVs from Birmingham, called, West Midlands Metro, have been precautionary suspended. Hereby CAF would like to share with you the official statement for all CAF Urbos owners.

With respect to the precautionary suspension from service of the West Midlands Metro, CAF is working closely with Transport for West Midlands to preserve customer and staff safety as a priority. CAF has been engaged by TfWM to undertake effective repairs as each vehicle is inspected by us to support the resumption of services as soon as possible in order to minimise passenger service disruption. The root cause of some problems in the steel box over the bogies, was investigated and reported to be caused by the influence of external infrastructure and operational aspects. Mitigating measures have been placed to ensure safe operation and prevent future reoccurrence.

It's important to remark that the root cause has been analysed and, so far, it's reported as NOT affecting TfNSW URBOS CAF fleets as long as the infrastructure, operational and maintenance aspects remain as considered during design phase.

Should you have any question, please don't hesitate to contact us.

Best regards,

[REDACTED]

Program Manager | Program Management

[REDACTED]

[REDACTED]

J.M. Iturrioz, 26 - 20200 Beasain - SPAIN

www.caf.net

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