

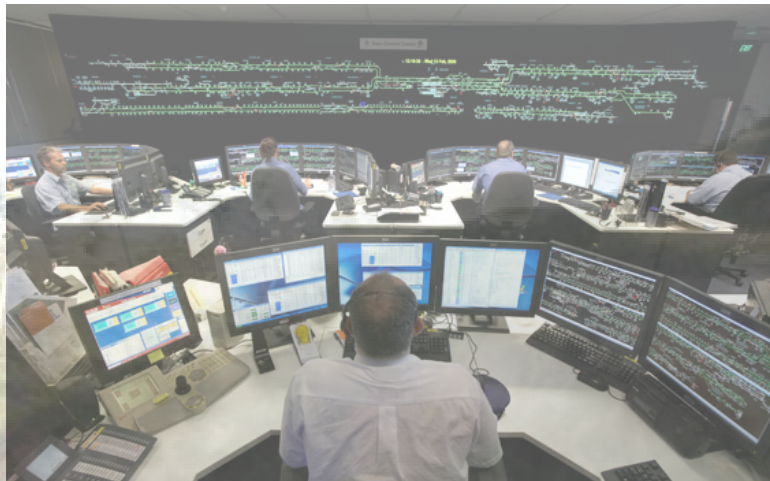
ICT

Are we meeting our rail safety obligations?

George Nikandros Principal Systems Engineer (Signals & Telecommunications)



Like most industries, railways are increasingly reliant on Information Communication Technology (ICT); this reliance is both for mission and safety.



But is ICT up to the task?

Can we trust it?

In Australia, both the model rail safety legislation and the model workplace health and safety legislation require the reduction of safety hazards and risks so far as is reasonably practicable.

Railway signalling technology evolved because of accidents and the realisation that to safely operate trains over a network needed a robust operating system. Will ICT systems in use, or planned, satisfy the “so-far-as-is-reasonably-practicable” test; a test that is determined by a Court with the benefit of hindsight and the influence of public opinion? Demonstrating compliance with rail industry standards may not be sufficient to demonstrate that the railway operation is safe so far as is reasonably practicable.

George Nikandros is an electrical engineer with over 30 years experience in the railway signalling industry. He is a foundation member of the Australian Computer Society's National Technical Committee on Safety-Critical Systems 1992; which evolved into the Australian Safety Critical Systems Association in 2002. George has chaired that association since its inception in 1992 until June this year.

TECHNICAL PRESENTATION

VENUE:

Hawken Auditorium
Engineering House
447 Upper Edwards St
Spring Hill

DATE:

Wednesday
27th April 2011

TIME:

12:00 for
12:30

REGISTRATION:

EA Qld Division

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for all who have an interest in railway
technology and management

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