

National Rail Safety Data Strategy

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Consultation to date



National Rail Safety Data Strategy

Three overarching themes

1. Better focused national data

2. Better data quality

3. Better consistency and comparability

Benefits

A single source of reliable national rail safety data

Consolidated reporting requirements

Improved industry information

Technology to improve reporting practices

Ability to share data

Strategic Objectives

✓ Meets the identified needs of governments, industry and other primary stakeholders

✓ Supports the data needs of secondary stakeholders

✓ Supports good decision-making about rail safety

✓ Guides actions to improve rail safety

Provides timely, accurate and relevant information about rail safety performance

✓ Reduced regulatory burden on industry

Overview of changes proposed

	Current	Proposed
Occurrences	<ul style="list-style-type: none">▪ 21 categories<ul style="list-style-type: none">– 127 sub-categories<ul style="list-style-type: none">▪ 20 “Other” categories	<ul style="list-style-type: none">▪ 17 categories<ul style="list-style-type: none">– 0 sub-categories<ul style="list-style-type: none">▪ 0 “Other” categories
Category A	<ul style="list-style-type: none">▪ Immediately reportable<ul style="list-style-type: none">– Within 72 hours of occurrence - written report with further information	<ul style="list-style-type: none">▪ Immediately reportable<ul style="list-style-type: none">– Within 14 days of occurrence - additional information
Category B	<ul style="list-style-type: none">▪ Within 72 hours of occurrence	<ul style="list-style-type: none">▪ Within 7 days<ul style="list-style-type: none">– Within 14 days of occurrence - additional information
Category C	<ul style="list-style-type: none">▪ Not current requirement	<ul style="list-style-type: none">▪ Annual
Monthly	<ul style="list-style-type: none">▪ Current requirement	<ul style="list-style-type: none">▪ Track kilometres only required to be reported when changes▪ Changed information required for some categories▪ Passenger journey kilometres & number of interfaces
Ontology reporting	<ul style="list-style-type: none">▪ Not current requirement	<ul style="list-style-type: none">▪ Data required for cost recovery modelling and national level crossing portal.▪ Reviewed annually Level crossing data will be able to utilised to auto-fill level crossing occurrences and shared with ALCAM (report once use many times)

Occurrences

Proposed in consultation paper

1. Collision
2. Derailment
3. Runaway
4. Proceed Authority Exceeded
5. Passenger Door Occurrence
6. Wrongside Failure
7. Fire, Explosion or Dangerous Goods Spill
8. Incident Directly Threatening Safety
9. Public Interest or Concern
10. Fatality or serious injury
11. Safeworking – Network Rule or Procedure Breach (train)
12. Safeworking – Network Rule or Procedure Breach (track)
13. Rolling Stock Irregularity
14. Load Irregularity
15. Level Crossing Irregularity
16. Track Irregularity
17. Civil Infrastructure Irregularity
18. Electrical Traction Infrastructure Irregularity
19. Slip, Trip or Fall (train operations)
20. Near Hit
21. Alcohol or Drugs Irregularity

Post consultation paper feedback

1. Collision
2. Derailment
3. Wrongside Failure
4. Proceed Authority Exceeded
5. Runaway
6. Fire, Explosion or Dangerous Goods Spill
7. Network Rule or Procedure Breach
8. Load Irregularity
9. Rolling Stock Irregularity (including monitoring systems)
10. Level Crossing Irregularity
11. Track Irregularity
12. Civil Infrastructure Irregularity
13. Electrical Traction Irregularity
14. Person / Train Interface
15. Fatality or serious injury
16. Incident Directly Threatening Safety
17. Alcohol or Drug Irregularity *

*Proposed to be removed subject to legislative amendments

Occurrence Type: 1. Collision (including Near Hit Collision)

Description: A collision is an incident where moving rolling stock unintentionally strikes other rolling stock, a person, a vehicle, infrastructure or an object; or where rolling stock is struck by a *vehicle*.

Reported by: Rail Infrastructure Managers and Rolling Stock Operators

Category A – Immediate Report

A collision between a train and:

- a person that results in a serious injury or fatality – including self-harm incidents; or
- a railway safety worker; or
- a vehicle at a level crossing; or
- another train on the running line.

A collision resulting in major damage or serious injury/fatality between a train and:

- rolling stock; or
- plant/machinery within a rail worksite; or
- rail infrastructure.

A near hit collision between a train and a rail safety worker.

(Near hit means it was only narrowly avoided and there was a high chance of collision if circumstances were slightly different or without the driver or other person/s taking emergency action.)

Category B – Report within 7 days

A collision between a train and anyone other than a rail safety worker that does not result in a serious injury or fatality.

A near hit collision or a collision resulting in minor damage or injury between a train and:

- rolling stock; or
- plant/machinery within a rail worksite; or
- rail infrastructure.

Data must be submitted for these occurrences as described in the *National Rail Occurrence Data Submission Requirements* with 14 days of the occurrence.

Category C – Data Submission Only

All other collisions or near hit collisions that are not Category A or B.

Data must be submitted for these occurrences as described in the *National Rail Occurrence Data Submission Requirements* by the Annual Submission Date.

Exclusions – Not reportable

Collisions with objects and animals that result in minor or no damage.

Near hit collisions between light rail vehicle and a pedestrian or vehicle that occurs in an open access light rail corridor (e.g. not at a level crossing or rail only corridor) during normal operations (e.g. not associated with a safe working breach or exceeding a proceed authority).

Mirror to mirror collisions between two light rail vehicles.

Occurrence Type: 4. Proceed Authority Exceeded (including SPAD's)

Description: A Proceed Authority Exceedance is when a train exceeds the Limit of Authority or a train proceeds without a Proceed Authority.

Reported by: Rail Infrastructure Managers and Rolling Stock Operators

Category A – Immediate Report
<p>A train (except a light rail vehicle¹) has exceeded a limit of a proceed authority or proceeded without proceed authority on or onto a running line due to:</p> <ul style="list-style-type: none">• the driver completely missing the limit of authority; or• that resulted in the train entering an occupied section of track or in a conflict with another train movement. <p>A train (including a light rail vehicle) has exceeded a limit of a proceed authority or proceeded without proceed authority on or onto a running line that resulted in the train:</p> <ul style="list-style-type: none">• entering a work site; or• entering an active level crossing without warning devices activating. <p>Additional light rail vehicle occurrences as agreed with the Regulator.</p>
Category B – Report within 7 days
<p>All other incidents where a train (except a light rail vehicle) has exceeded a limit of a proceed authority or proceeded without proceed authority on or onto a running line.</p> <p>A light rail vehicle has exceeded a limit of a proceed authority or proceeded without proceed authority that resulted in near hit.</p>
<p>Data must be submitted for these occurrences as described in the <i>National Rail Occurrence Data Submission Requirements</i> with 14 days of the occurrence.</p>
Category C – Data Submission Only
<p>A train (including a light rail vehicle) that has exceeded a limit of a proceed authority or proceeded without authority:</p> <ul style="list-style-type: none">• where the rear portion of an otherwise stationary train (excluding a light rail vehicle) rolls back due to coupling slack stabilisation, resulting in part of the rear vehicle re-occupying a section; or• within a yard and the train has remained in the yard; or• all other exceed authority not categorised as a Cat A or B.
<p>Data must be submitted for these occurrences as described in the <i>National Rail Occurrence Data Submission Requirements</i> by the Annual Submission Date.</p>
Exclusions – Not reportable
<p>A driver is given a correct and valid proceed authority to move past the limit of authority (e.g. to pass a signal displaying a danger aspect).</p> <p>A light rail vehicle driver is given a direction from a police officer to proceed.</p>

Occurrence Reporting

**Notifiable Occurrence Reporting
Requirements document**



Definitions

Train means –

- (a) 2 or more units of rolling stock coupled together, at least 1 of which is a locomotive or other self propelled unit; or
- (b) a unit of rolling stock that is a locomotive or other self propelled unit

Rolling stock means a vehicle that operates on or uses a railway, and includes a locomotive, carriage, rail car, rail motor, light rail vehicle, train, tram, light inspection vehicle, self propelled infrastructure maintenance vehicle, trolley, wagon or monorail vehicle, but does not include a vehicle designed to operate both on and off a railway when the vehicle is not operating on a railway.

Proposed D&A testing (Cat A's)

Occurrence Type 1: Collision (excluding self harm)

Occurrence Type 2: Derailment

Occurrence Type 4: Proceed Authority Exceeded

Occurrence Type 5: Runaway

Occurrence Type 7: Network Rule or Procedure Breach

Occurrence Type 14: Person / Train Interface

Potential for removal of reporting

1. Collisions with animals

2. Slip, trip or fall

- On platform / concourse
- On/from escalator / lift
- On / from stairs / ramp
- From structure
- Other

3. Railway network security

- Alleged assault
- Vandalism
- Graffiti
- Trespass

4. All “other” sub-categories

Monthly reporting



Number of rail safety
workers



Drug and alcohol
testing



Train kms (including
maintenance train kms)

Interfaces

Passenger Journeys

Monthly reporting



Ontology reporting

Next steps

- May – June 2021- Issue survey and analyse results
- June – July 2021 - Finalise documents
Including supporting *National Rail Occurrence Data Submissions Requirements*
- July – August 2021 - Circulate final drafts
- Ministerial consideration of legislative changes

Questions?

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