Interoperability of Railway Operations

ONRSR acknowledges the Traditional Custodians of the lands where we work and live. We pay respect to Elders, past and present. We recognise their unique and ongoing cultural and spiritual relationship with the land and celebrate the contributions of First Nations peoples.

Agenda

☐ Introduction

☐ Overview of regulatory amendment

☐ ONRSR Guideline

☐ Next steps

Introduction

- ☐ Webinar is being recorded

- ☐ Recording will be available on ONRSR's website

- ☐ 1 hour

- ☐ Q & A (not Chat) in MS Teams

Interoperability of railway operations

❑ New regulatory requirement:

    ❑ Made - 1 November 2025

    ❑ Full effect - 28 February 2026

❑ New element of a safety management system – 20A – interoperability of railway operations

❑ Must consider interoperability when planning changes to railway operations on the National Network for Interoperability (NNI)
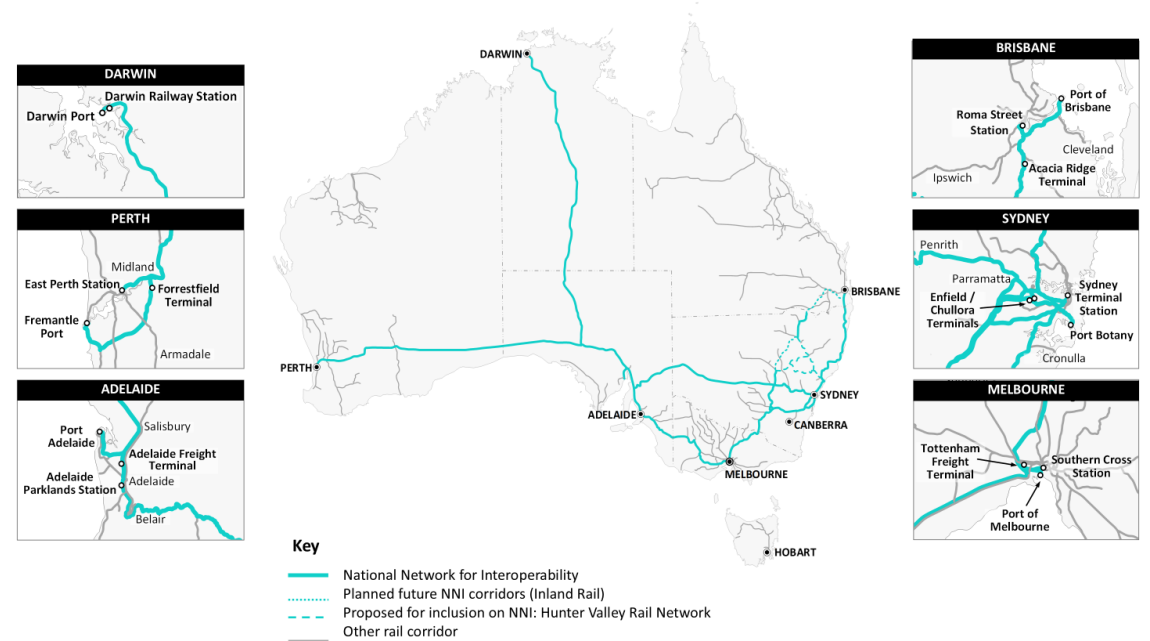
Who needs to comply?

❑ ONRSR will identify operators whose railway operations are undertaken on, or form part of, the NNI:

1. Accredited rail infrastructure managers that form part of the NNI

2. Accredited rolling stock operators if their accreditation allows operation on the NNI

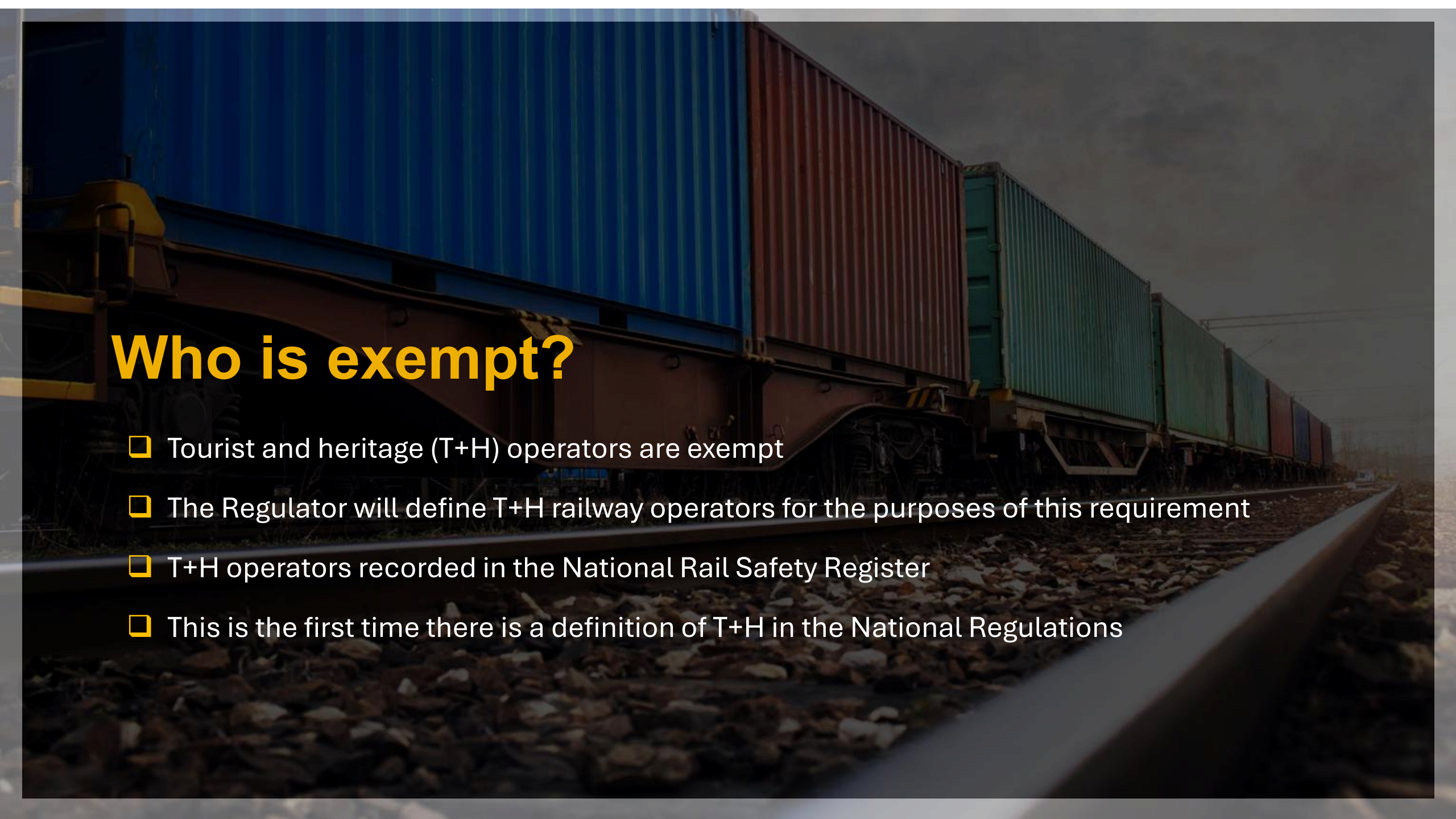❑ ONRSR will notify operators in writing before the end of the year if they need to comply.
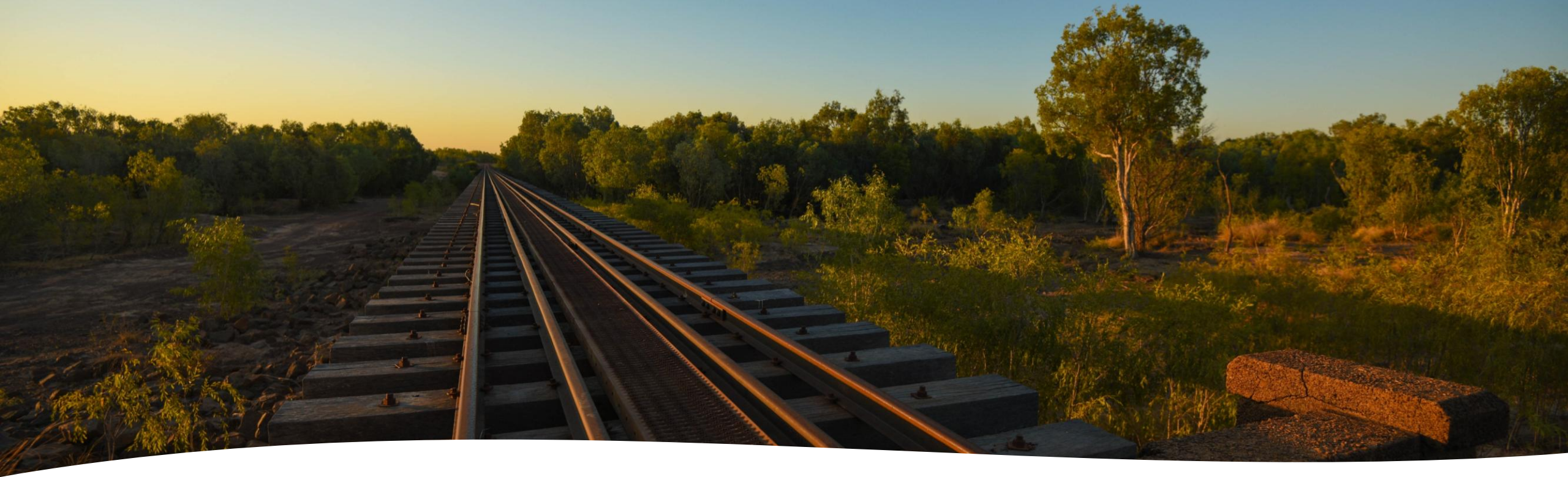
Who doesn't need to comply?

- [ ] Registered operators

- [ ] Any accredited operators who do not receive a letter from ONRSR notifying that they are an operator on the NNI

- [ ] RIMs that do not form part of the NNI

- [ ] RSOs that are not accredited to operate on the NNI

Who is exempt?

❑ Tourist and heritage (T+H) operators are exempt

❑ The Regulator will define T+H railway operators for the purposes of this requirement

❑ T+H operators recorded in the National Rail Safety Register

❑ This is the first time there is a definition of T+H in the National Regulations

Identifying T+H

The Regulator will consider:

❑ The status of the operator - Non-profit company registered with the Australian Securities and Investments Commission (ASIC) or an unincorporated association or incorporated association registered under state or territory legislation

❑ Whether the operator receives financial support towards their railway operations from state and territory governments

❑ The nature and scope of operations, including:

  ❑ does the railway principally involve the restoration, preservation or operation of heritage rolling stock?

  ❑ is the purpose of the railway to recreate historical railway experiences?

  ❑ is the railway operated for enjoyment by the public?

Overview of the Guideline

Step 1
- All notified RTOs should update their SMS to establish Interoperability of railway operations element
- Consultation required by s.99 of the RSNL

Step 2
- When planning a change to railway operations on the NNI, notified RTOs should apply the systems and procedures of the **Interoperability of railway operations** element to identify and consider interoperability matters and determine if an Interoperability Management Plan (IMP) is required

Step 3
- If, under Step 2, notified RTOs identify interoperability matters, an IMP must be prepared, and the RTO's SMS must be updated to include the IMP
- Consultation required by s.99 of the RSNL
- If no interoperability matters are identified, no IMP is required

Systems and Procedures

❑ The systems and procedures for identifying and considering interoperability should provide for:

    ❑ the identification of the types of changes to railway operations that may impact interoperability

    ❑ the identification of RTOs that may be impacted by the change

    ❑ consultation with identified RTOs to determine if and how the planned change will impact interoperability on the NNI

What should be in the IMP?

❑ An IMP must set out the interoperability matters identified and should provide a level of detail, having regard to:

    ❑ the scope, nature and risks to safety of the operator's railway operations

    ❑ the impact of the change on interoperability

❑ RTOs may consider classifying the identified impacts on interoperability into low, moderate or high levels.

Low Interoperability Impacts

❑ **IMPs for low interoperability impacts**

   ❑ Processes for continued consultation with identified RTOs on the NNI

   ❑ Outcomes of the consultation

   ❑ Measures taken and rationale to address the interoperability matters

Moderate to High Interoperability Impacts

❑ **IMPs for moderate to high interoperability impacts**

  ❑ Procedures for consultation and communication with identified RTOs on the NNI

  ❑ Long-term investment strategies of impacted RTOs in relation to the identified interoperability matters

  ❑ Identification of consequences and risks of implementing the change on all affected RTOs

  ❑ Systems and procedures to do a risk assessment/evaluation of interoperability matters identified on affected RTOs on the NNI

  ❑ Systems and procedures to control, monitor and communicate the safety risks associated with the interoperability matters

  ❑ Review and update of interface agreements to reflect changes arising from the identified interoperability matters

  ❑ Systems and processes for reviewing and monitoring the IMP

Next steps

❑ Consultation on Guideline

    ❑ 27 October > 14 November 2025

❑ Notification of operators required to comply

❑ Finalisation and publication of the Guideline

Questions?