

Derailments and the Regulator

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28 April 2015

Derailments and the RSNL

- How many times is “derailment” mentioned in the Rail Safety National Law?
 - 0- 5
 - 5-20
 - 20 +

Requirements for derailments !!!!

- > World's shortest presentation
 - We have NO requirement for derailments.

Thank you

Overview

1. ONRSR regulatory update
2. Comments on derailment data
3. Derailments in a co-regulatory environment
4. What does ONRSR do after a derailment

ONRSR update



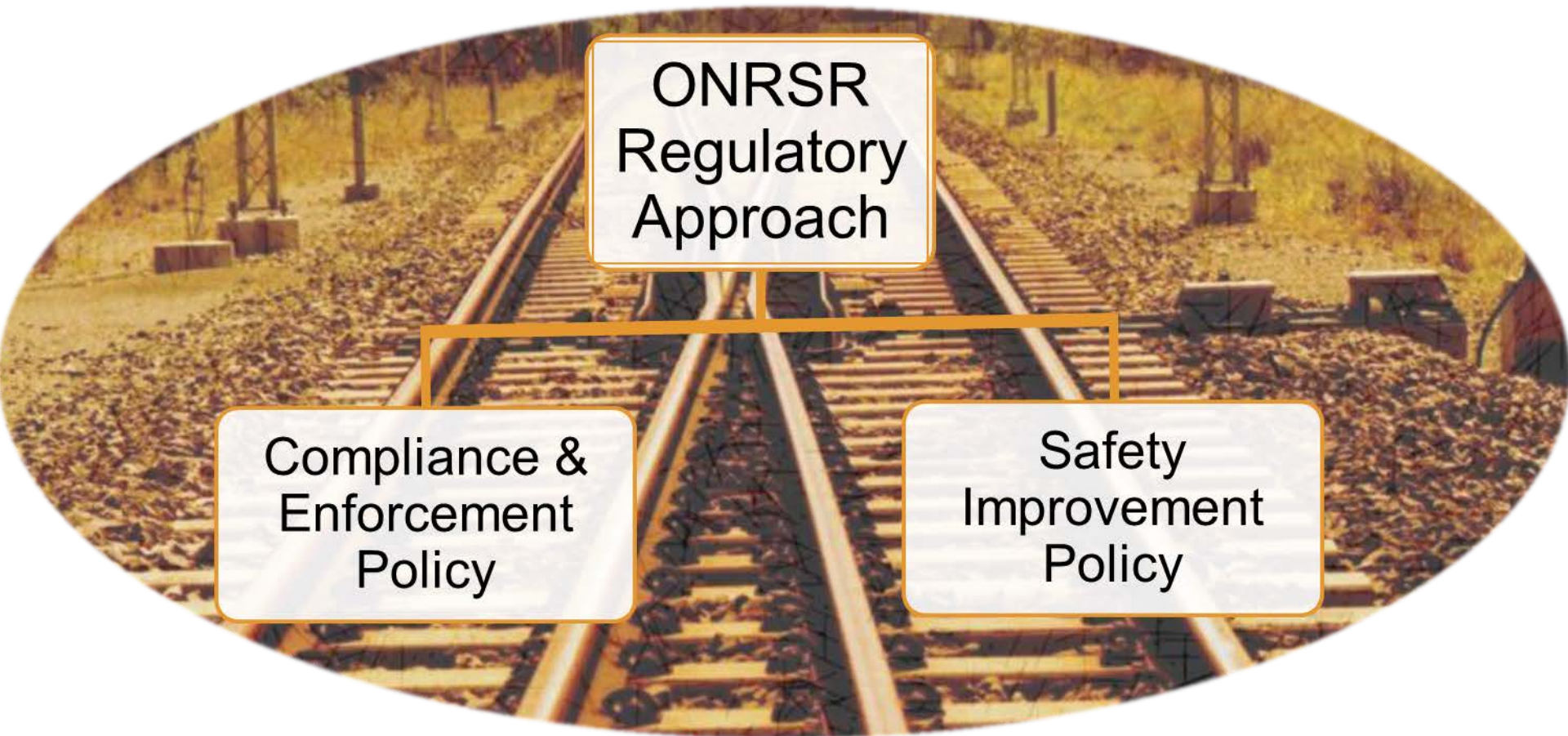
The National Regulator

- > ONRSR commenced on 20 January 2013
- > We are a Body Corporate established under the Rail Safety National Law
- > Funded by industry and government
- > Responsible for effective application of the Rail Safety National Law

The National Regulator

- Current regulatory oversight of rail operations in NSW, Victoria, South Australia, Tasmania, Northern Territory and ACT
- Head Office located in Adelaide
 - Branches in Sydney, Melbourne and Adelaide with offices also in Darwin and Hobart
- Western Australia commencing mid-2015

Regulatory approach



ONRSR Priorities

> Ten priorities listed in our Annual Safety Report

- Public safety in underground commuter railways
- RTO arrangements with contractors
- Major projects
- Safeworking breaches
- SMS compliance in human factors
- Drug and alcohol testing and assessing its effectiveness
- Asset management guidance
- Level crossing safety
- RRV safety
- SMS maturity tool

Key ONRSR activities

- > Big ticket item reviews:
 - Cost recovery review
 - Drug and alcohol testing review
 - Fatigue review
- > Identification of a rail safety worker
- > Major Projects Guideline
- > “Tweaking” of ONS-1 and OCG-1 for SPAD’s



Derailment data

Data on derailments

- Steve Bickley at this same conference last year gave a detailed review on the shortcomings of Australian rail safety data.
- Rob Andrews was quoted as asking the question:

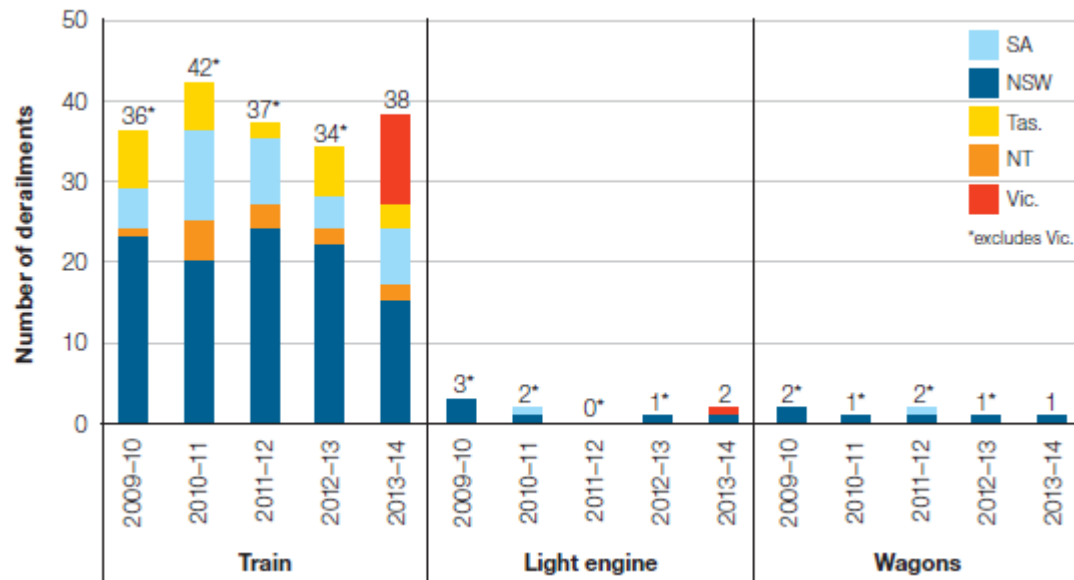
“Why did we have 146 derailments in a year when the UK had 16?”



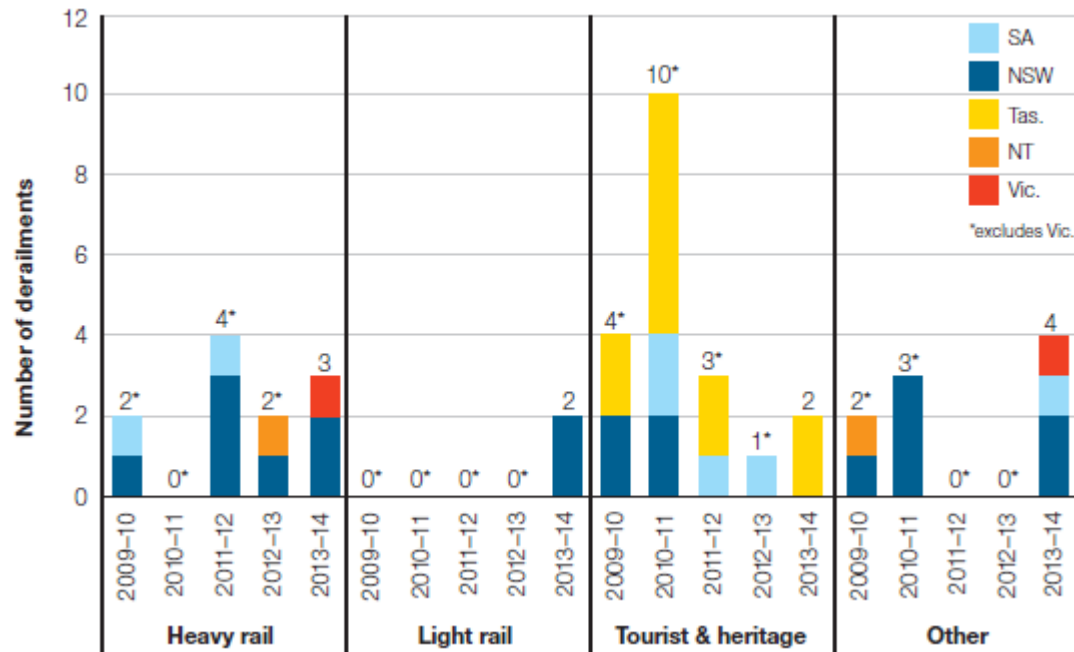




Freight train derailments 2013-14



Passenger train derailments 2013-14



Maintenance vehicle derailments 2013-14

- > 80 derailments
 - The majority occurred on the mainline networks but several were reported for isolated networks and tourist and heritage railways
 - 55% involve RRVs
- > One instance of minor bruising reported as an injury.

A final word on data

- > At this conference 12 months ago SISAR was identified as the key component of the overall strategy required to improve the quality and usefulness of rail safety data in Australia:

“Shift the balance from regulator-driven to industry-driven”

“this should not be a regulator initiative”

“If SISAR is to be successful it must take account of the lessons of the past”

Next stop - ARRM

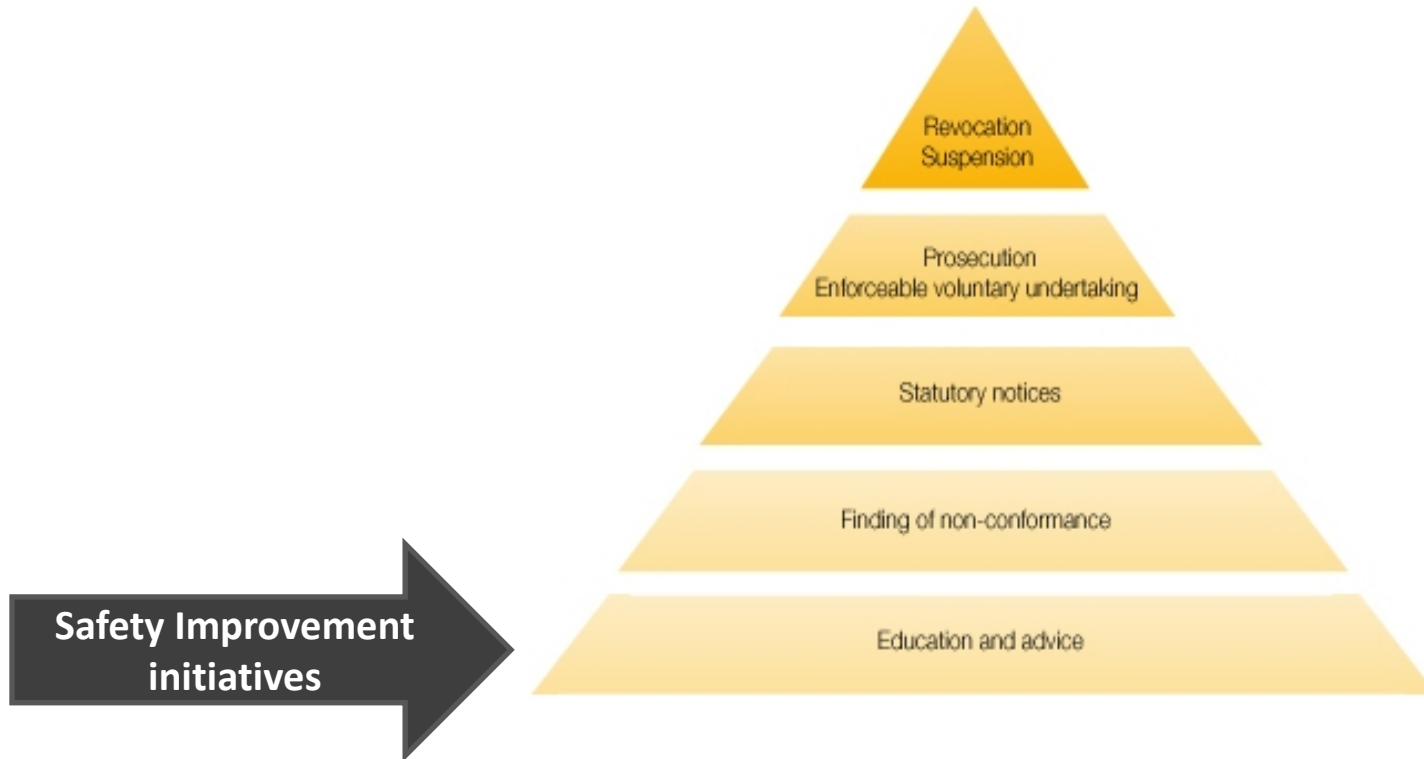


Derailments and co-regulation



Co-regulatory approach

ONRSR has a range of tools and powers to deliver its functions and ensure compliance with the law



ONRSR actions/response to a derailment





Katherine derailment,
30 January 2013



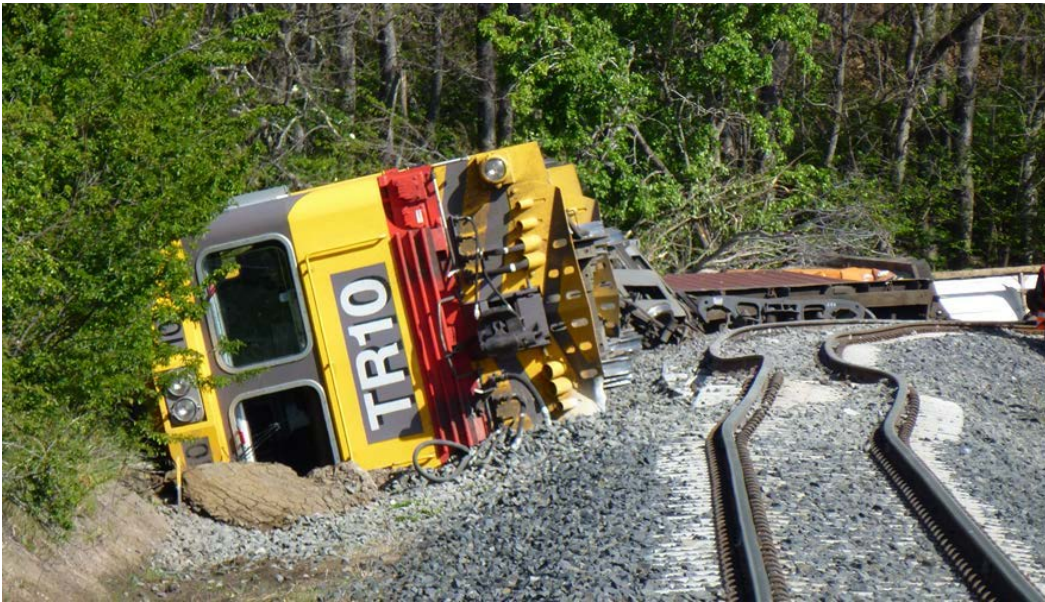
Malbooma derailment,
10 April 2014

Under investigation



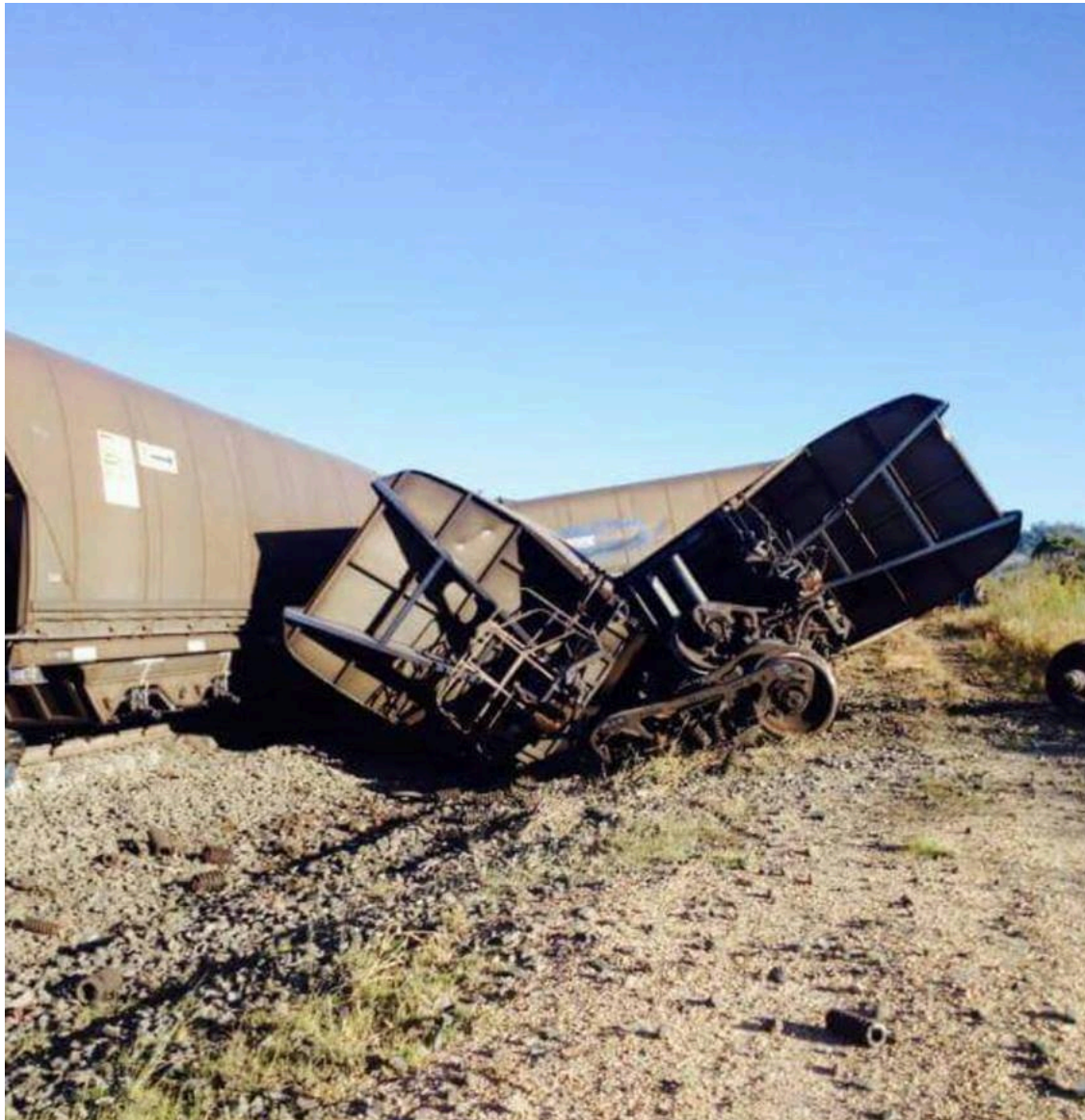
Melbourne derailment
11 July 2014

Under investigation



Colebrook derailment,
9 November 2014

Under investigation



Kankool derailment,
15 February 2015

Under investigation



Adelaide derailment,
31 March 2015

Under investigation

ONRSR response to derailment

> We get notified officially by ATSB

- ONRSR duty officer
- Branch Director
- Executive Director National Operations

> Site attendance???

- Unusual circumstances
- Do we have technical expertise
- Is it part of wider systemic concerns
- Logistical practicalities
- Focus will be on significance of the safety risk rather than just the outcome (extent of damage not the be all and end all)

ONRSR response to derailment

> Operational Investigation

- Establish basic facts
- Feed into a decision as to whether a Compliance Investigation is appropriate

> Compliance Investigation

- Has there been a breach of the RSNL

ONRSR response to derailment

> Other mechanisms available

- Section 122 RTO investigation reports
- RTO initiated investigation reports
- “Show cause” – to give confidence that issues are understood
- ATSB reports



Advice on regulatory requirements

Head Office - Adelaide

 **(08) 8406 1500**

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An illustration of a train platform. A yellow train with a white stripe and a series of grey rectangular windows is moving along the tracks. The platform has a grey tiled floor and a yellow safety line. A grey roof structure is visible above the train.

Questions?