



# **A national approach to rail regulation and performance**

**Sue McCarrey  
Chief Executive  
National Rail Safety Regulator**

# Being ONRSR: a great Australian rail journey

- > Australia's colonial rail networks
- > State-based networks and rules
- > 1990s: privatisation and state-based regulation
- > 1993: *"A National Approach to Rail Safety Regulation"*
- > 1996: agreement – nationally consistent regulation
- > 2009: COAG: national law, national regulator
- > January 2013: ONRSR commences



# ***Rail Safety National Law (South Australia) Act 2012***

The draft Rail Safety National Law (RSNL) was introduced into the South Australian Parliament in March 2012 and successfully passed through both houses on 1 May 2012.

Other states and territories have progressively passed enabling legislation to give effect to the RSNL within each jurisdiction – WA is the latest example.

The *Rail Safety National Law (South Australia) 2012* can be found at [www.legislation.sa.gov.au](http://www.legislation.sa.gov.au).

# Being ONRSR: a great Australian rail journey

## > **2009 – 2013**

Project Office establishes the ONRSR National Office in Adelaide

## > **2013 – Operations Commence**

Central Branch (SA, NT, Tas.)

NSW Branch (Service Level Agreement)

## > **2014**

Vic Branch (Service Level Agreement)

ACT joins ONRSR (Central Branch)

## > **2015**

NSW Announces removing SLA

WA branch opens 2 November 2015

Qld Announces joining ONRSR





# Our purpose

*“...to oversee and enforce a national co-regulatory rail safety regime to enable and promote safe railway operations, including through the administration of a national scheme of accreditation”*

- > Facilitate safe operation of rail transport
- > Exhibit independence, rigor and excellence
- > Promote safety and safety improvement as fundamental

# Regulation

## Co-regulation:

- > Co-regulatory framework
- > RSNL sets the ONRSR functions, objectives, powers
- > RSNL imposes shared responsibility for safety on all parties
- > Primary duty for Rail Transport Operators – safety so far as is reasonably practicable (SFAIRP)



# The ONRSR's regulatory approach

- > Independent and impartial
- > Risk-based
- > Educational
- > Proportionate compliance and enforcement
- > Transparent, fair and accountable
- > Consistent





# The ONRSR's priorities 2016

- > Track condition
- > Track work – competency and communication
- > Rolling stock maintenance
- > Road rail vehicle (RRV) safety
- > Security





## ... and in Australia

16 Aug. 2013	Whittingham, NSW	Driver of freight train travelling at 60 km/h sighted worker on track facing away from the train. Sounded horn and worker jumped clear of the train.
18 Sept. 2013	Bondi Junction, NSW	Driver of passenger train travelling at 40 km/h observed three workers cross the tracks in front of the train. Emergency brakes applied and train stopped short of workers by 60 m.
29 Sept. 2013	Wayville, SA	Three workers disembarked from track machine and commenced track work. Other workers in the area warned workers to get out of the way of approaching freight train.
24 Jan. 2014	Beveridge, Vic.	Driver of passenger train observed an excavator and worker on the track. Driver applied emergency brakes and excavator and worker moved clear before train passed.

*Annual Safety Report 2013 to 2014*

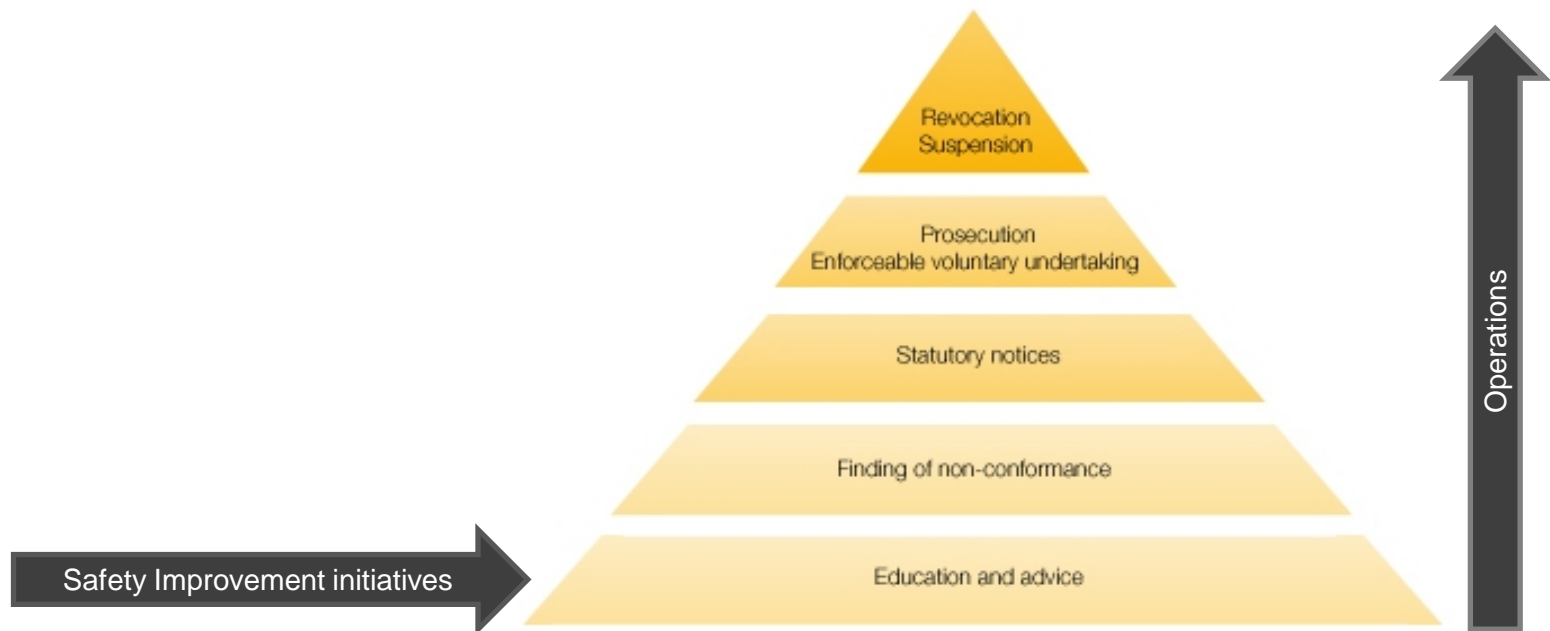
## ... and in Australia

24/11/2014	Morisset, NSW	A breakdown of Absolute Signal Blocking procedures at Morisset allowed two freight trains to approach a worksite at Warnervale, with the second train fortuitously being stopped only when the workers set an automatic signal back to stop just before the train reached it.
24/11/2014	Kooragang, NSW	Emergency braking was applied on Kooragang North Fork when the driver observed two workers apparently sitting on the track with their backs to the approaching train.
2/12/2014	Seaford Meadows, SA	A network control officer issued a TOA on the Seaford line but failed to implement any blocking facilities nor in-field protection. The problem was only realised after 34 minutes but with the nearest train still 10 km away.
23/06/2015	Orton Park NSW	Simultaneous TOAs were in force between Bathurst and Newbridge, one for a track patrol and one for a fixed worksite. The PO for the fixed worksite incorrectly informed the network controller that the RRV had passed his worksite when it had not.

*Annual Safety Report 2014 to 2015*

# Compliance and enforcement

## Compliance and Enforcement Policy: A graduated approach





# Driving a national approach

- > Leadership across many locations
- > Clear purpose and commitment to the organisation
- > Clear procedures that establish expectations
- > Mechanisms that bring staff together to discuss what they are doing, why and how
- > Processes that report up, the positives and the negatives
- > Checks and balances through internal and independent auditing and review

# Driving a national approach

- > Chief Executive and the wider leadership team need to know what is going on across the organisation
- > Warts and all!!!!!!



# Many safety positives

- > Flood early warning detection system - GWA
- > Major rail construction in NSW using the major projects guideline, early engagement and use of QRA
- > Grade separations across Victoria
- > ATMS being trialled in SA by ARTC





# Many safety positives

- > Early engagement on the light rail project in the ACT
- > Greater automation – AutoHaul at Rio Tinto
- > Infrastructure and rolling stock upgrades at TasRail, including new train control



# An RRV Example – John Holland

## Rolling stock supplier qualification

**John Holland**

**ROLLING STOCK SUPPLIER QUALIFICATION REPORT**

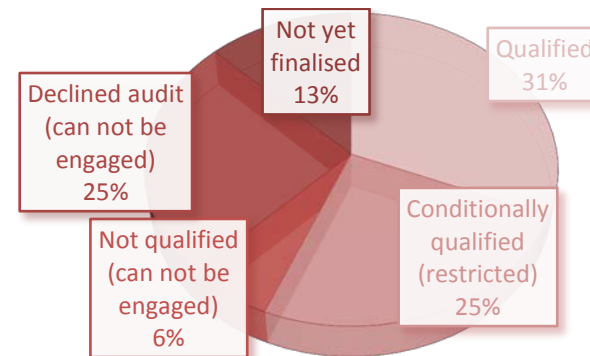
To be completed in accordance with Rt A-MPR-PAF-027 when auditing and qualifying supplier of purchased, leased and/or hired Rolling Stock and Rolling Stock related services including engineering, maintenance or OEM parts

Status key: **D** – Demonstrated **ID** – In Development **NVD** – Not Yet Demonstrated **N/A** – Not Applicable

Qualification Status

Function	Criteria / Expectation / guidance for acceptance	Status	Comments
<b>1. General</b>			
1.1 Accredited RIM or RSC - Is the company recognised as an accredited RIM or RSC? If so what was the result of the company's last audit?	Scope, test audit and result, improvement notice or prohibition notices issued? Demonstrate actions being undertaken to address any NCs and OFIs.		
<b>2. Risk Management</b>			
2.1 Documented Risk Management process(es)	Details when risk management processes shall be applied and who is responsible, Categorises risks and consequences, and details actions required based on risk rating		
2.2 Tools for identifying, measuring and controlling rail safety risks with respect to Rolling Stock operation	Rail safety risk register. Assesses and manages risks relating to Rolling Stock Operations such as: <ul style="list-style-type: none"> <li>Collision</li> <li>Runaway</li> <li>Derailment</li> <li>Fire/explosion</li> <li>Human factors</li> <li>Degraded network (due to rolling stock compliance or fault)</li> </ul> Demonstrates who has accountability and ownership of Rail Safety Risk Management		
2.3 Tools for identifying, measuring and controlling plant hazards - Risks associated with plant operation are identified and communicated to operators	Plant hazard assessments, Risk assessments, Operator manuals, etc.		

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# An RRV Example – John Holland

## RRV Minimum Standard and Acceptance

### > Key measurables:

- Integrity of structure and associated systems
- Ongoing fitness for use
- Network requirements achieved
- Effectively braked at all times
- Loads and envelope controlled
- Controls and hi-rail status are clear to the operator
- Results in effective management of uncontrolled movement, derailment and overturning



# An RRV Example – Laing O'Rourke

- > RRV vehicles being engineered for better safety outcomes
- > Better egress for drivers
- > Speed restricted to 4 kph during operation
- > Digital readout of kilometres and hours travelled to ensure engine servicing at correct time
- > Emergency stop reset
- > Train alert



# An RRV Example – Genesee & Wyoming Australia (GWA)

- > Live tracking of RRV vehicles including location, road or rail mode, 4WD / 2WD, speed
- > Personal safety built in, duress alerts, out of range alerts, worker check in
- > Kilometre and hours of use live tracking to ensure timeliness of maintenance
- > Potential excessive driver hours alert



# Performance

## ***Rail Safety Report*** (annual publication)

2014-2015 *Rail Safety Report* due  
December 2015

- > Summarises performance of railways administered under RSNL
- > Foundation – notifiable occurrence data submitted by RTOs
- > Analyses performance in relation to:
  - Injuries and fatalities
  - Hazardous events
- > Features separate jurisdictional summaries





# Further information

- > Visit our website:  
[www.onrsr.com.au](http://www.onrsr.com.au)
- > *ONRSR Corporate Plan*  
2015 – 2018 (available now)
- > *ONRSR Annual Report*  
2014/15 (available now)
- > *ONRSR Rail Safety Report*  
(available December 2015)





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**Questions?**