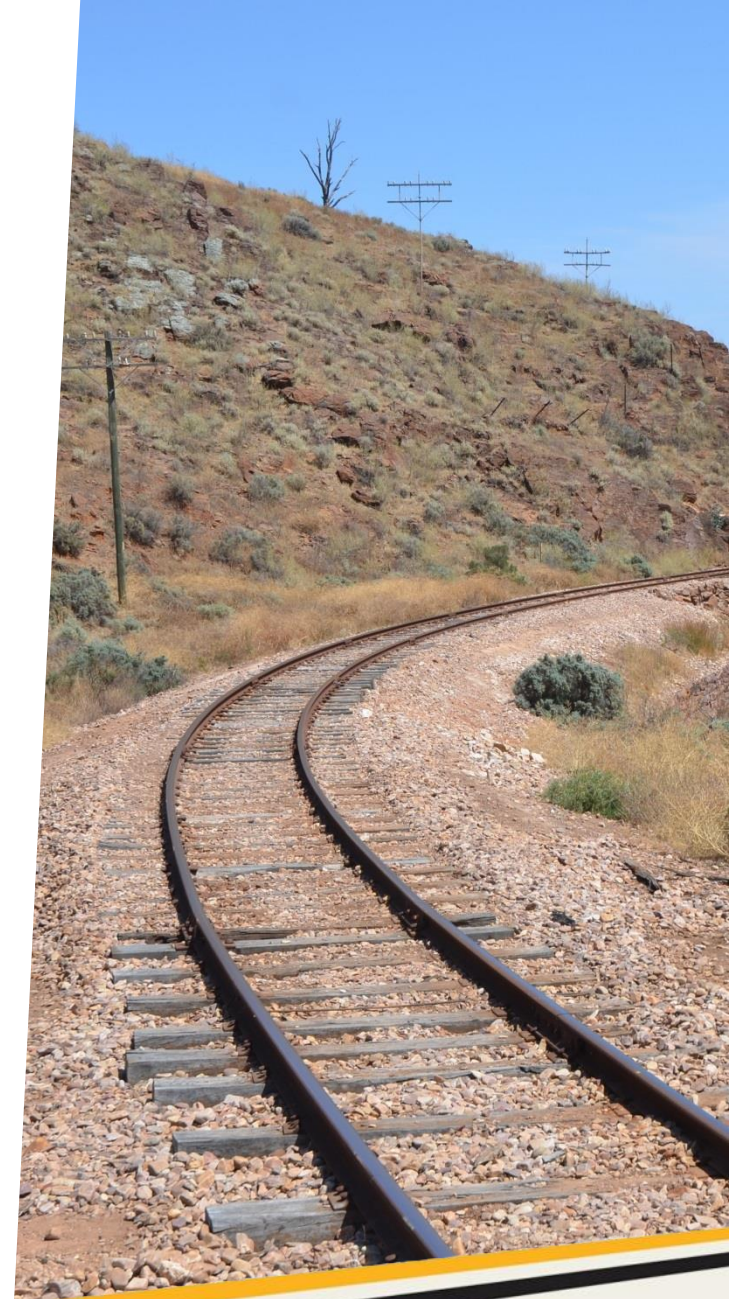


Branch Operations Forum 2015

Derek Heneker
9 December 2015

Welcome to the 2015 Branch Operations Forum



2015 Branch Operations Forum

- > Activities from 2015
- > National activities
- > Guest speaker
Paul Daly, RISSB
- > Contractor Management issues
- > Branch compliance observations
- > Looking to 2016

ASK QUESTIONS
& MAKE COMMENT



2015 Branch Profile

- > Covers South Australia, Northern Territory and Tasmania
- > 58 Accredited Rail Transport Operators
 - > 45 in South Australia
 - > 11 in the Northern Territory
 - > 15 in Tasmania
- > 11 Rail Safety Officers
 - > 1 in each of Darwin & Hobart
 - > All officers work across the Branch



2015 Branch Activities

- > Road rail vehicle inspections and next steps
- > Drug & alcohol testing program
- > Audit & inspection overview



Road Rail Vehicles

- > 2014 and 2015 inspection activity
 - > 21 inspections
- > Outcome
 - > 53 non-conformances
 - > improvement & prohibition notices
- > Areas of Non-conformance
 - > Compliance with SMS
 - > Risk Management
 - > General engineering & operational systems safety
 - > Rail safety worker competence



Road Rail Vehicles

- > Continues as a focus for 2016
- > Ongoing follow-up of issues raised during inspections
- > Further RRV focused inspections
- > Review and analysis of additional data captures for RRV occurrences
- > Engage with industry representatives as to why gaps in management remain
- > Continue to liaise with RISSB on the development a RRV standard



ONRSR D&A Testing

- > ONRSR conducts drug and alcohol tests:
 - > Randomly
 - > Following Category A occurrences
- > Testing conducted by Medvet
 - > Medvet testers are authorised persons under the *Rail Safety National Law*
 - > may be accompanied by rail safety officers



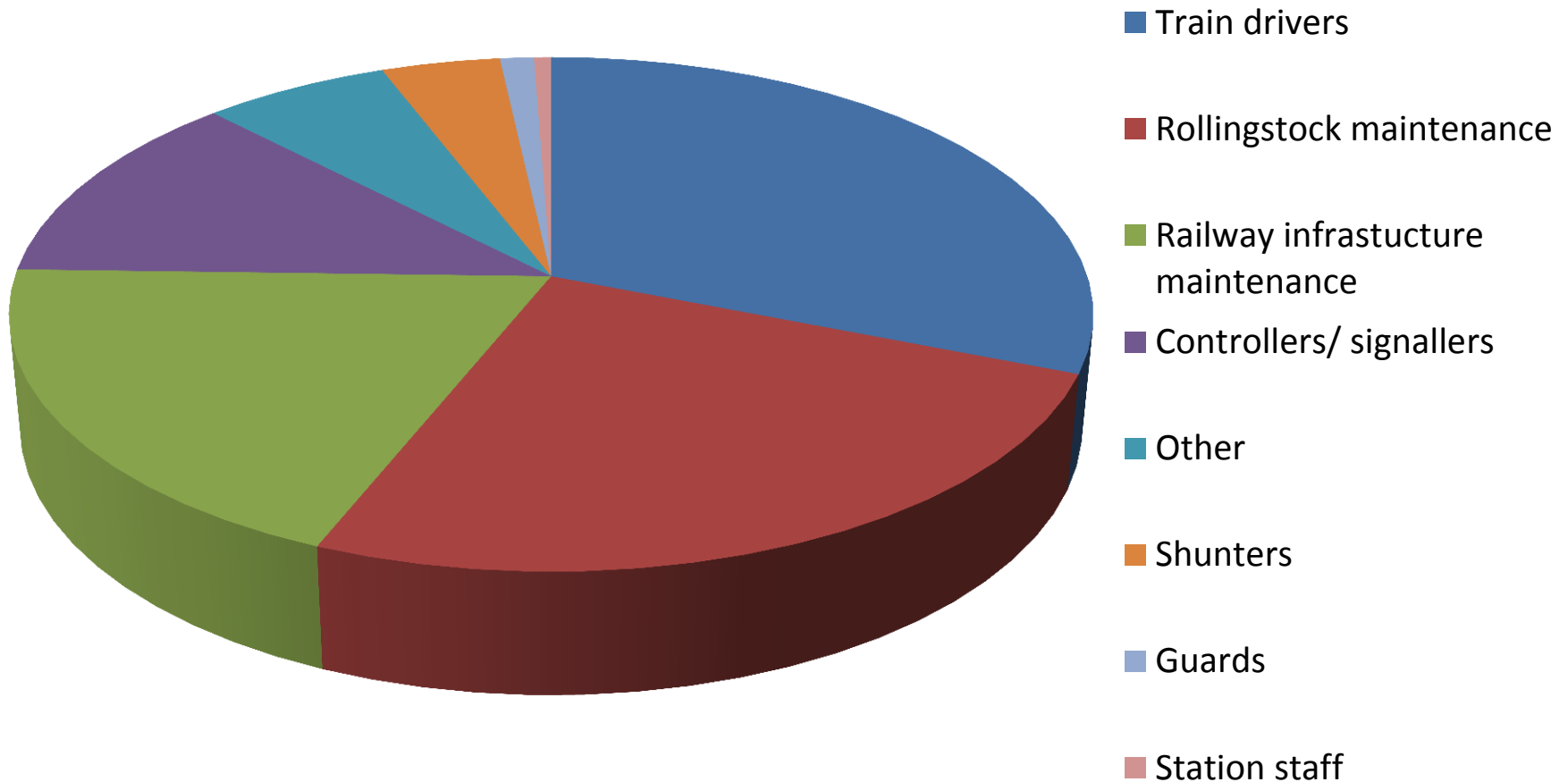
ONRSR D&A Testing

In 2015 (to-date)

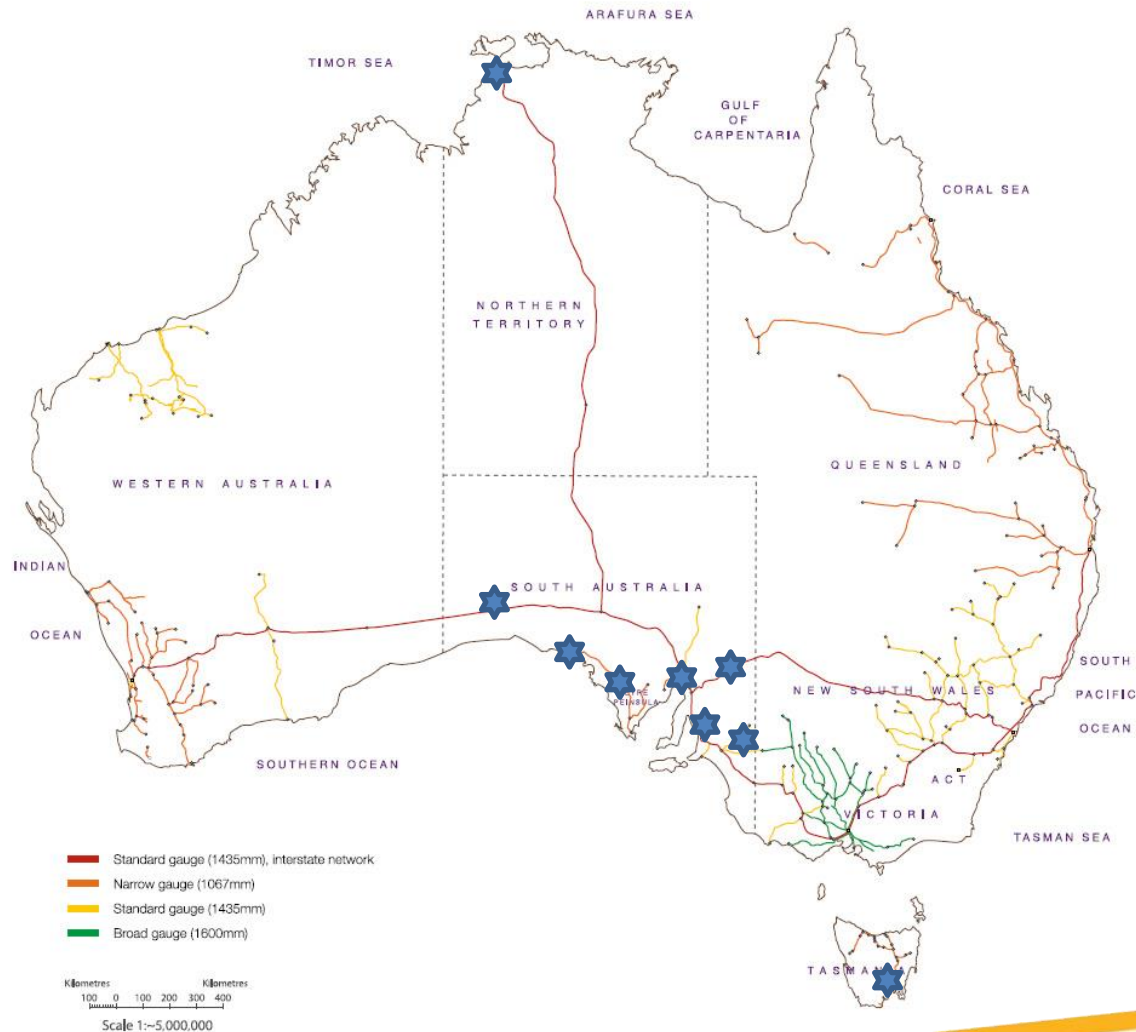
- > 171 Rail safety workers tested across SA, NT and Tasmania
- > 165 drug tests
- > 171 alcohol tests
- > No confirmed breaches of the *Rail Safety National Law* provisions



ONRSR D&A Testing – Who?



ONRSR D&A Testing – Where?



★ Testing locations and areas 2015

2015 Audit & Inspection Program

- > Activities undertaken
 - > Audits and inspections
 - > Rail corridor visits
 - > Site visits
(announced & unannounced)
- > Rail Safety Officer assignment
 - > Coordinating officer for each accredited operator
- > Notification of Change



National initiatives and reforms

- > Melissa Radke
Manager, Safety Policy and Strategy



Rail Industry Safety and Standards Board

Paul Daly

Chief Executive Officer



Contractor management

- > Compliance issues continue to be identified in this area
- > Raised as an area of interest by operator representatives
- > RISSB seeking involvement in a project for 2016
 - *Guideline for Contractor Management*



Contractor management

- What areas of contractor management requirements are causing confusion/issues?
- What questions need to be answered to provide better clarity?
- Quick Exercise:
 - Form into 5 groups (free choice)
 - Spend 20 minutes discussing the above – capture thoughts
 - Report back from each group



Ask the Regulator

Questions on any rail safety law or regulation topic



Lunch

12:30 to 13:30

Risk Based Regulation & Priorities for 2016

- > Steve Bickley
Director, Safety and Risk



Regulator's observations

- > Notifiable occurrence reporting
- > Oversight of maintenance contractors
- > Operating under another parties accreditation
- > SMS audit and review
- > Management of change



Notifiable Occurrence Reporting

- > Number of reports:
 - > 2013 – 5,640
 - > 2014 – 6,254
 - > 2015 – 6,534 (to date)
- > Occurrence reports used to:
 - > identify and monitor trends
 - > identify occurrences of interest or concern
- > Rail Information Officers will follow-up reporting operator for any missing or misleading information
- > Rail safety officers review daily reports and will initiate further enquiries into details of occurrences
- > Accurate and complete reporting will reduce the follow-up interaction



Notifiable Occurrence Reporting

Key Points:

- > Better occurrence descriptions – need to know what happened
 - > describe what the fault was
- > Clearer details with location information
 - > Level crossing ID and description
 - > Providing km points and track section
- > Full asset details
 - > Signal, point etc. numbers
 - > Train and rolling stock numbers
- > Drug and Alcohol testing
 - > Detail of the type of worker tested
 - > Test results for testing being reported

Refer to ONRSR's, *Reporting Notifiable Occurrences, Occurrence Notification Standard (ON-S1)*



Oversight of Maintenance Contractors

Key points:

- > Demonstration of informed purchaser
- > Demonstration of monitoring of performance
- > Recognising contractors fall under the safety management system



Operating under another party's accreditation

Key Points:

- > Does the accredited party have control/accepted control of railway operations (i.e. the risk controls for those operations)
- > Multiple accredited parties can undertake works on the same track/train
 - > Clear accountabilities
 - > Focus on safety interface arrangements



SMS Audit and Review

Key Points:

- > Audits and reviews should be about compliance with the SMS and the effectiveness of the SMS
- > Demonstrate to yourself (and thereby the ONRSR) that the SMS is working
- > Occurrences need to also trigger reviews
- > Good opportunity to revisit the fair argument (review controls)



Management of Change

Key Points:

- While not all changes are triggered in a structured way – need to keep the SMS up-to-date with respect to the change
- Understanding consequences of change and impact on resource allocations and key tasks/roles under the SMS



Ask the Regulator continued

Questions on any rail safety law or regulation topic



Looking to 2016



- > 86 audits and inspections
 - > Incorporating ONRSR national priority areas
- > More rail corridor site visits
 - > Some including D&A testing
- > Road rail interface visits with road managers
 - > Coordinated with relevant rail infrastructure managers

Looking to 2016

- > Coordinating Rail Safety Officers
 - > will be assigned to lead planned activities
 - > may seek some familiarisation interactions
- > Contacting the Branch
 - > through any of the rail safety officers
 - > encourage proactive engagement
 - > encourage raising of concerns/issues when identified
- > Looking for Feedback
 - > relevance of our interactions

**Thank you for your
attendance and participation**