

NATIONAL RAIL SAFETY DATA STRATEGY

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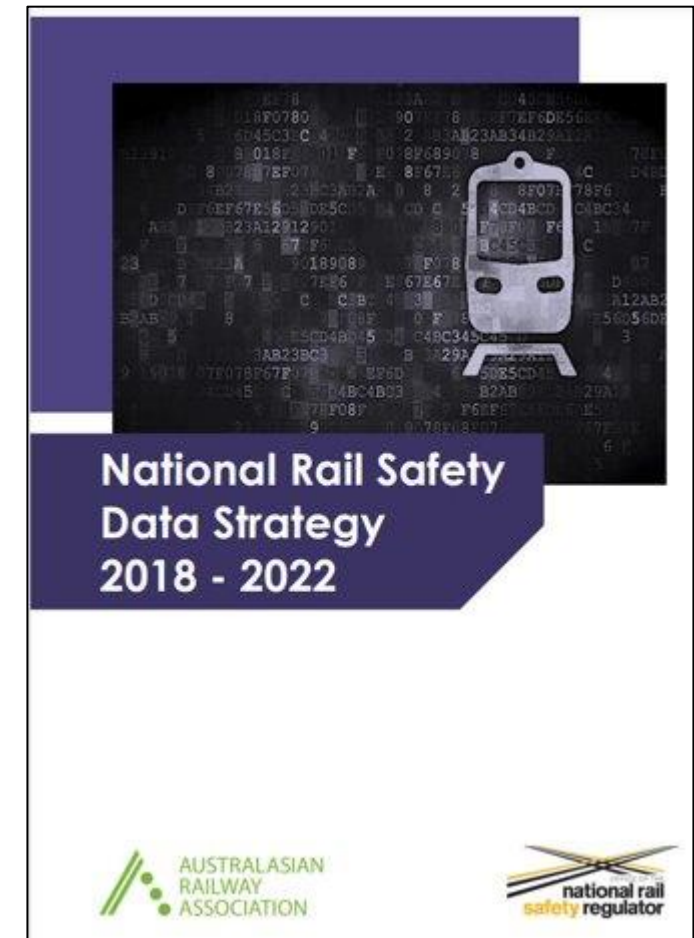
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February 2022



What is the National Rail Safety Data Strategy?

- > A national approach for the capture, management of, and access to rail safety data
- > A joint initiative developed in partnership between ONRSR and the rail industry (represented by the Australian Railway Association; ARA)
- > Implementation has been overseen by the rail operator Steering Committee co-chaired by ARA and ONRSR



VISION “To have consistent, quality and accurate national rail safety data that is readily available to stakeholders when making decisions relating to rail safety”

TYPES OF DATA

Occurrence

Monthly
Activity

Network
and
Railway
Operations
(ontology)



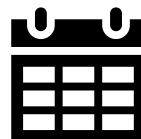
OCCURRENCE REPORTING REQUIREMENTS



72 hours



7 days



14 days



Annual



Category A

Report **immediately** to ONRSR after becoming aware of the occurrence



Complete the data submission via the ONRSR Portal within **7 days**

Category B



Initial report within **72 hours** after becoming aware of the occurrence *



Complete the data submission via the ONRSR Portal within **14 days**

Category C



Submit number of occurrences (by month and type) within six months of the end of the operators **reporting period**

** A change from **72 hours to 7 days** is proposed. This requires amendments to the Transport Safety Investigation Act 2003, which will be considered and progressed by the ATSB subject to approval by the Minister.*

Overview of changes

	Current	Approved
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"> ▪ 16 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 7 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 72 hours of occurrence * <ul style="list-style-type: none"> – Within 14 days of occurrence - additional information <p>* A change from 72 hours to 7 days is proposed. This requires amendments to the TSI Act</p>
Category C	<ul style="list-style-type: none"> ▪ Not current requirement 	<ul style="list-style-type: none"> ▪ Annual

OCCURRENCE TYPES

Type	Description
1	Collision (including Near Hit Collision)
2	Derailment
3	Wrong Side Failure
4	Proceed Authority Exceeded (including SPADs)
5	Runaway
6	Fire, Explosion or Dangerous Goods Spill
7	Network Rules 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

OCCURRENCE CATEGORIES

Category A

Rail safety incidents and events that:

- > are likely to warrant immediate regulatory response (including drug & alcohol testing); or
- > are likely to attract significant external stakeholder attention due to seriousness of the occurrence or its consequences; or
- > involve a fatality or serious injury related to train operations.

Category B

Rail safety incidents and events that:

- > may trigger a follow-up regulatory response; or
- > are indicative of a significant failure of a safety management system.

Category C

Rail safety incidents and events that:

- > unlikely to warrant regulatory follow-up for a single occurrence; or
- > when considered as multiple events, provide an indicator of the operator's safety performance and/or effectiveness of the safety management system, which may warrant regulatory follow-up due to adverse trending.

KEY DOCUMENTS – OCCURRENCE REPORTING

External Guidelines

Notifiable
Occurrence
Reporting
Requirements

Notifiable
Occurrence
Data
Submission
Requirements

Monthly
Activity
Reporting
Requirements

Network &
Railway
Operations
(ontology) Data
Submission
Requirements

Safety
Performance
Report
Guideline

Supporting document

Business Glossary

MONTHLY ACTIVITY REPORTING

The Monthly Activity Reporting consists of operational activity data, providing a view of the extent of an operator's activity in key operational and management areas. These include the following:

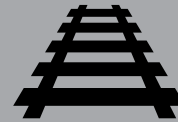


Total number or FTE hours
of rail safety workers
(Employees & contractors)



Drug and alcohol
testing

Rail Infrastructure Managers



Freight train kms

Passenger train kms

Rolling stock operators on
network (interfaces)

Rolling Stock Operators



Freight train kms

Passenger train kms & journeys

Maintenance train kms

Networks operated on (interfaces)

KEY DOCUMENTS – MONTHLY REPORTING

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NETWORK & RAILWAY OPERATIONS (ONTOLOGY) DATA

- **New requirement**
- is the geographical network and train operational characteristics data
- provides an understanding of the nature and scope of an operator's railway operations
- Fields can be used to auto populate required data for occurrence notification
- Operators' responsibility to confirm currency of information & provide changes to ONRSR via the Portal



NETWORK & RAILWAY OPERATIONS (ONTOLOGY) DATA

Rail Infrastructure Manager (RIM)

- > Total track managed; operational and non-operational
- > Line section and track kilometres
- > Network interfaces
- > Level crossings
- > Key locations on the network
- > Line section & line kilometre points

*Please note: providing the optional data improves accuracy when entering occurrence reports

Private Sidings (registered RIMs)

- > Connected RIM
- > Line kilometre connection point
- > Siding operations

Rolling Stock Operator (RSO)

- > Stops / Stations utilised

KEY DOCUMENTS – Network & Railway Operations Data

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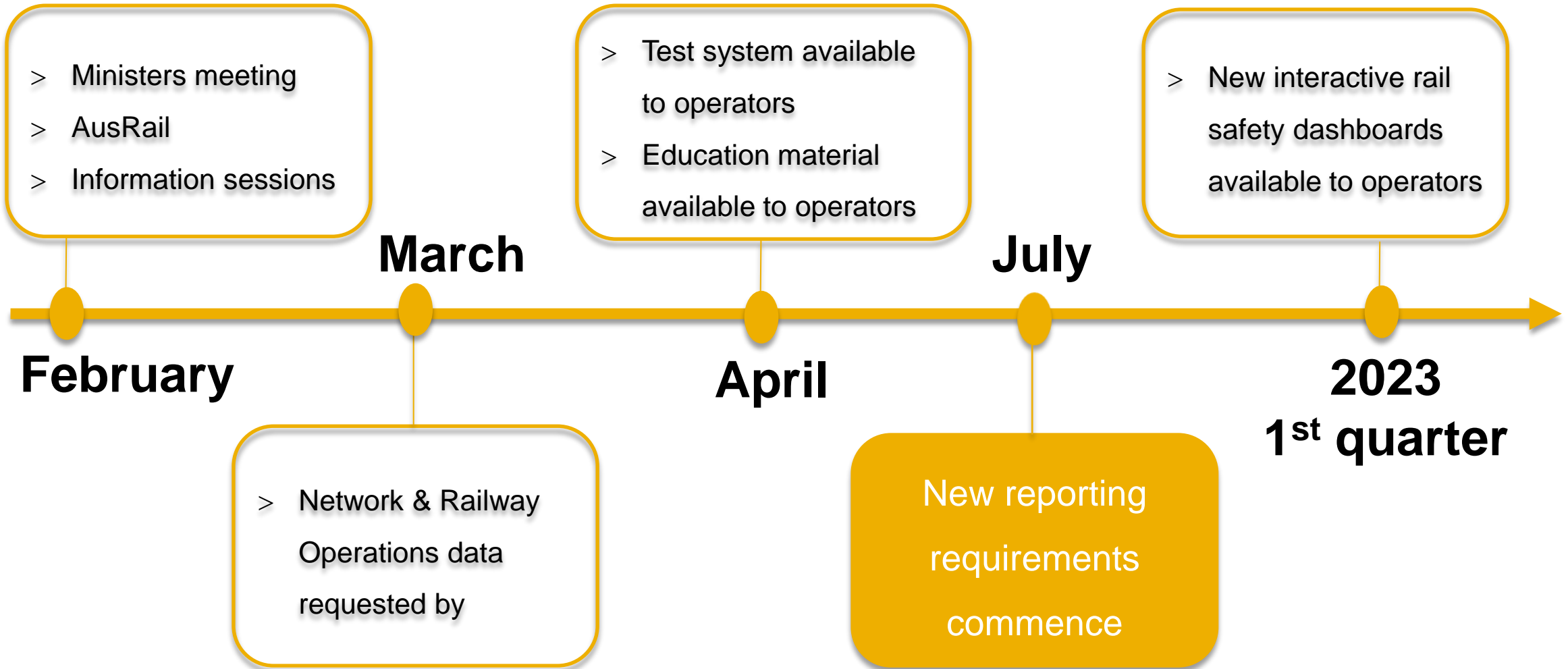
Business Glossary

RTO'S RESPONSIBILITY



- > Systems are amended to reflect the proposed changes from 1 July 2022
 - a test system will be available in April 2022 to allow operators to reflect the required system and business process changes
- > People within their organisation who will be reporting and classifying the data are trained
 - education material will be available in in April 2022 that can be used by operators for internal sessions;
- > Business Processes are amended to reflect the proposed changes

TIMEFRAME



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Operator specific processes & procedures

SAFE RAILWAYS FOR AUSTRALIA
