

Rail Safety 2015 Conference

Sue McCarrey, Chief Executive ONRSR

26 March 2015



A shared responsibility

- Co-regulatory model
- We each have a role to play
- Our roles are different:
 - industry is responsible for managing safety
 - regulator is responsible for ensuring this is happening.



Benefits of a truly national regulator

- National consistency:
 - one single national rail safety regulator
 - one national law
 - one set of processes and procedures for regulatory staff
 - one set of guidelines for the rail industry
 - one set of rail safety data.



The journey so far (ONRSR) ...

- The ONRSR commenced in January 2013
- We have had successes:
 - 7 of the 8 jurisdictions in by mid 2015
 - 40 consolidated notices
 - suite of guidelines and policies for industry.
- We have had challenges:
 - prolonged transition
 - data quality issues (historical and ongoing)
 - national consistency.

The journey so far (rail industry) ...

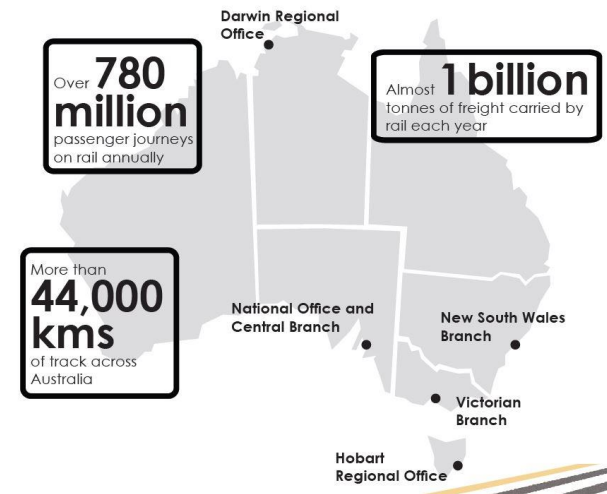
- You have had successes:
 - fewer level crossing collisions
 - progressing national risk model.
- You have had challenges:
 - high number of worksite incursions
 - high derailment rate
 - road/rail vehicle safety.



Derailment near Kankool, NSW, on 15 February 2015

The ONRSR

- National Office in Adelaide
- 91 regulatory staff in 5 locations:
 - Adelaide, Hobart, Darwin (Central Branch)
 - Sydney (NSW Branch)
 - Melbourne (Vic Branch).
- WA to join in June 2015



Rail industry guide to safety 2014-15

Our corporate priorities

- > Overarching priorities
 - robust safety regulation
 - compliance with the RSNL
 - improved safety performance.
- > Our three year plan emphasises
 - transition of remaining states
 - reducing regulatory burden, duplication and inconsistency
 - national standards and harmonisation.



In the UK, 4 seconds from ...



Image from a forward-facing train camera – 9 track workers take evasive action 4 seconds before a train (travelling at 129 km/hr) passes their worksite. Those unable to reach a safe position, press themselves against the bridge parapet.

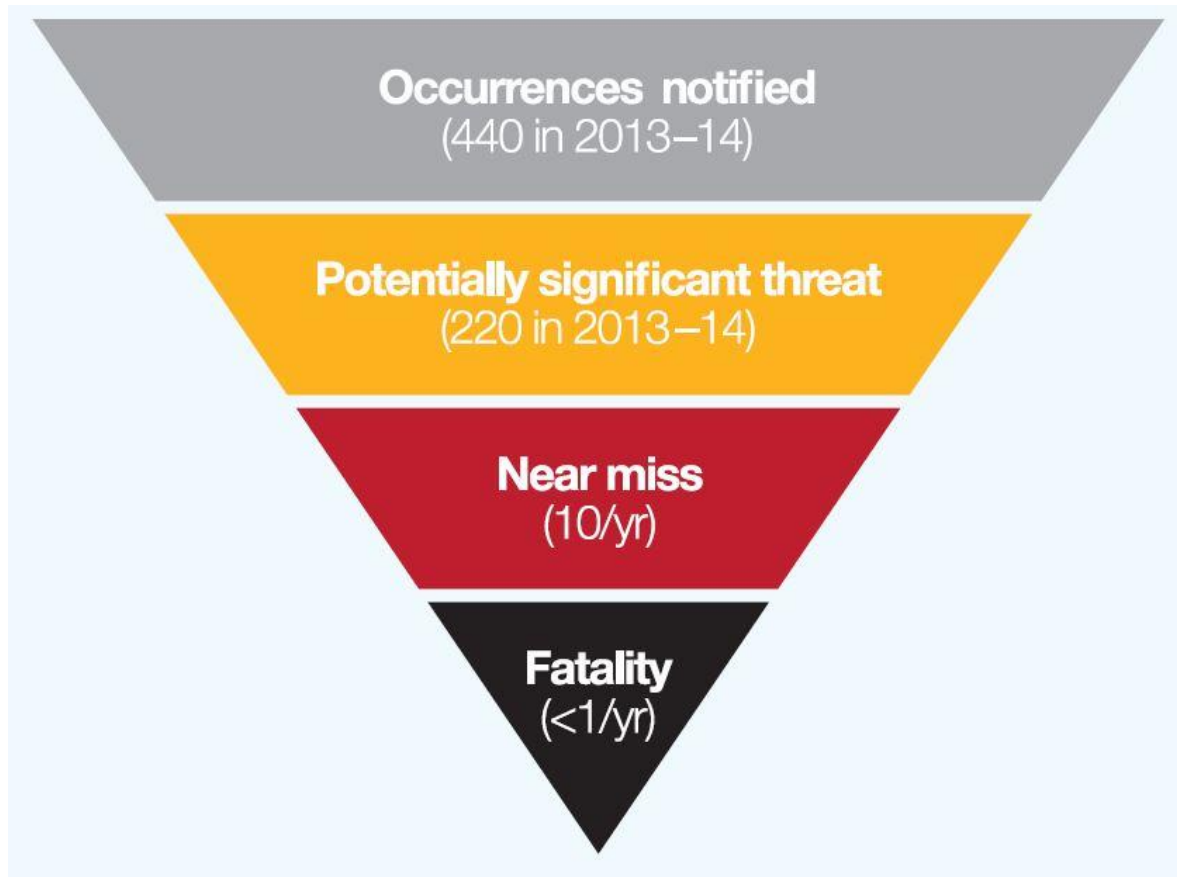
Near miss, Lancaster, September 2014 – Rail Accident Investigation Branch, United Kingdom

... 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

Worksite protection occurrences



Annual breakdown of worksite protection occurrences from the *Annual Safety Report 2013 to 2014*

Our top 10 safety priorities

- Underground commuter railways
- Arrangements for contractors
- Engineering management systems, including HF
- Approaches to safeworking
- SMS compliance, including HF
- Drug and alcohol testing
- Asset management guidance
- Level crossing safety
- Road/rail vehicle safety
- SMS maturity tool



Priorities from the *Annual Safety Report 2013 to 2014*;
Rail safety officer inspecting a road/rail vehicle

Railway fatalities

Annual count of notifiable occurrences, July 2013 to June 2014

Number of fatalities and number of top event occurrences. All railway operations within SA, NSW, Tas., NT and Vic. regulated under RSNL.

CATEGORY ^(a)	SA	NSW	TAS.	NT	VIC. ^(b)
Fatality – passenger	0	2	0	0	1
Fatality – workforce	0	1 ^(c)	0	0	0
Fatality – public ^(d)	3	40	1	0	45

(a) Top event occurrence categories as defined in OCG1 2013 except for Victoria

(b) Excludes operations regulated under Victorian local law. Refer to TSV for more information <www.transportsafety.vic.gov.au>

(c) Health-related fatality of an on-duty rail safety worker

(d) Includes fatality associated with trespass and suspected suicide

ONRSR Annual safety report 2013 to 2014

Safety data

- We need a national risk model
- Driven by industry
- Supported by a national database
- Widespread, risk-based use of data.
- It is important:
 - for industry to benchmark safety performance, risk
 - for the regulator and RISSB to be risk-based.



Near Cook on the Nullarbor

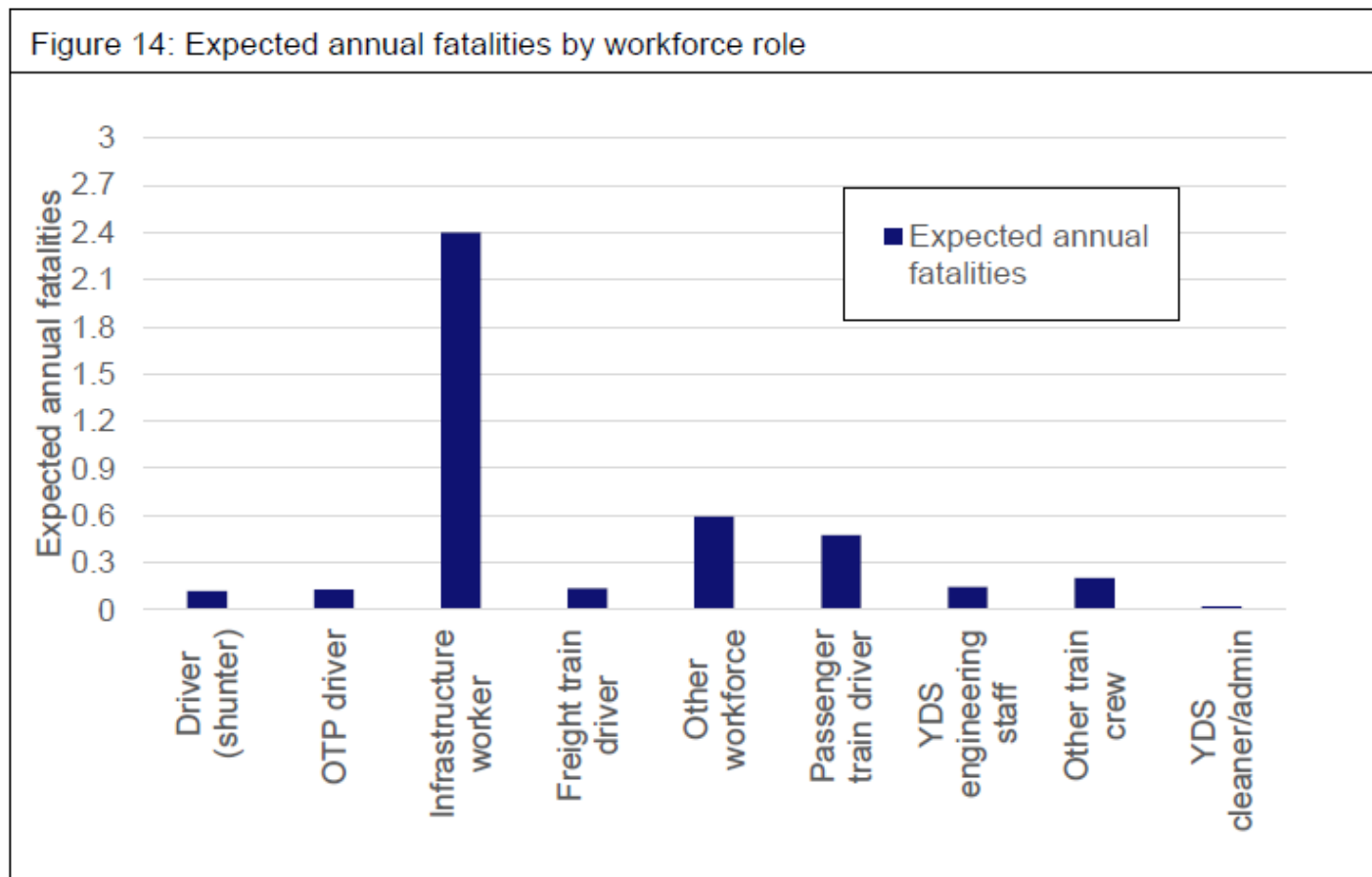
Casestudy: Safety risk model in the UK

- Based on historic data and expert judgment
- Identifies key risk areas
- Identifies sources of risk
- Enables effort to be focused on greatest need



Photo of derailment of Grayrigg on 23 February 2007 from RAIB rail accident report

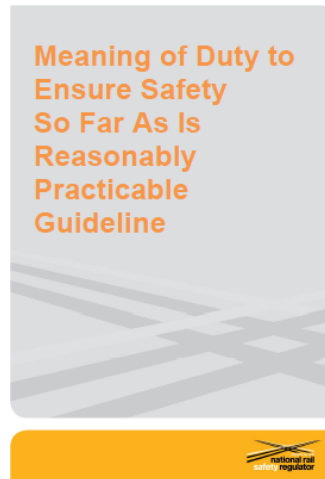
Rail worker deaths by workforce role



RSSB Safety risk model: Risk profile bulletin, version 8.1

Risk tolerability

- Duty to ensure safety SFAIRP
 - key part of the law
 - general duties
 - ONRSR guidance updated in December
 - quantitative risk analysis
 - topic of *Safety Bulletin* no. 5 (coming soon).



Major projects guideline

- 7 major projects and counting
- ONRSR guideline released in December
- Clarity on regulator's expectations
- Quantitative safety limits and quantitative risk assessments

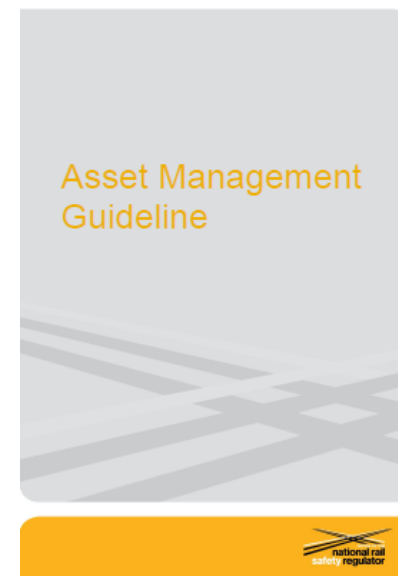
Major projects guideline



Article in *Track and Signal* magazine, Summer edition 2015

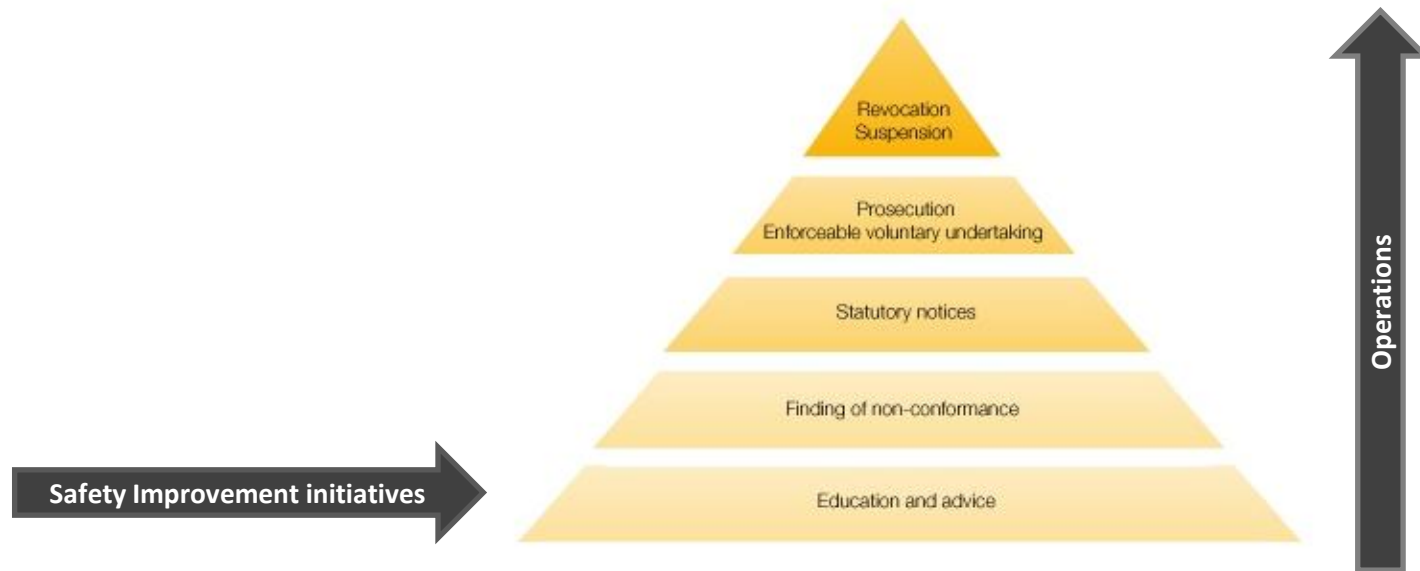
Asset management

- A theme for today
- Good for business
- Asset-related failures, particularly in derailments
- A regulatory priority.
- *Asset management guideline* outlines what the law requires
- Guideline complements *ISO 55000 Asset Management*



The way we regulate

- Support operators to deliver on obligations
- Enforce the law where this has failed



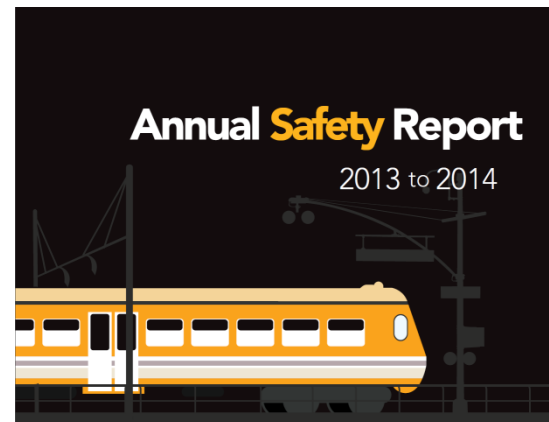
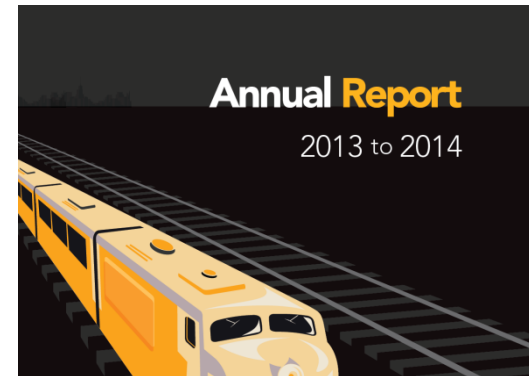
Work with us

- > National stakeholder forums:
 - CEO Industry Reference Group
 - Joint CEO / Union Reference Group
 - National Operations Forum
 - Branch forums (Central, NSW)
- > Individual operator contact

Corporate publications

- *Statement of Intent*
- *Corporate Plan*
- *Annual Report*
- *Annual Safety Report*

- Visit our website:
www.onrsr.com.au



In summary

- National regulator
- Work together
- Proactively address safety priorities
- National risk model
- Risk-based use of data
- Share good practice
- Continuous improvement



Goodwood junction grade separation. The Seaford line goes under the Belair and ARTC line.

An illustration of a train platform. A yellow train with a white stripe and a row 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?