

ANNUAL REPORT 2014–2015

Mambray Creek looking
north toward Port Augusta,
South Australia



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LETTER OF TRANSMISSION ABOUT THIS REPORT

Transport and Infrastructure Council

Dear Ministers,

It is my pleasure to submit to you the annual report of the Office of the National Rail Safety Regulator (ONRSR). The report is separately provided to all participating jurisdictional Ministers for Transport for tabling in their respective parliaments.

The ONRSR Annual Report 2014-15 has been prepared in accordance with the requirements of the Rail Safety National Law 2012 (RSNL).

The report is structured to reflect ONRSR's delivery against the ONRSR Corporate Plan 2015-18 which has been endorsed by the Ministerial Council on Transport and Infrastructure and promoted to stakeholders.

Yours sincerely,



Sue McCarrey
Chief Executive

ONRSR is a Body Corporate established under the Rail Safety National Law (RSNL) and, under the Law, is not subject to Ministerial direction in the exercising of its functions and powers. The RSNL requires the regulator to deliver to the responsible Ministers a report on the ONRSR's activities for each financial year.

This report covers the activities of ONRSR during 2014-15 for those jurisdictions for which it had legal accountabilities for regulation, namely South Australia, New South Wales, the Northern Territory, Tasmania, Victoria and the ACT. ONRSR is working with other jurisdictions yet to pass legislation.

The report is structured in five parts. The overview section includes our purpose, governance structures, summary of major achievements and summary financial report. Part A covers national regulatory activities and Part B covers local regulatory activities at jurisdictional level operating under National Law during 2014-15. Financials and an appendix follow.

FEEDBACK

ONRSR welcomes feedback on its report, please email: contact@onrsr.com.au

(right) V-line train leaving
Melbourne, Victoria



CHIEF EXECUTIVE'S MESSAGE



Chief Executive,
Sue McCarrey

I am pleased to present the Office of National Rail Safety Regulator's (ONRSR) second full financial year annual report outlining its performance and activities during 2014-15.

During 2014-15 we have seen further progress in ONRSR's consolidation of national rail safety data and accreditations, national policies, procedures and guidance provided to industry, the consistent application of national regulatory practice across ONRSR branches and a level of maturity with our internal systems. For an organisation of just over two years old, these advances are very reassuring and reflect the foundations to achieving the benefits of the national reform, which are to:

- support a seamless national rail transport system;
- not reduce existing levels of rail safety;
- streamline regulatory arrangements and reduce the compliance burden for business; and
- improve national productivity and reduce transport costs generally.

However, as all jurisdictions are yet to join ONRSR, industry is still maturing and national standards are yet to be implemented across the industry, there is still a way to go before the full benefits will be realised.

It has been reassuring to see the reform taken by industry with the changes in governance arrangement for the Rail Industry Safety and Standards Board (RISSB) and ONRSR will continue to support industry through RISSB to ensure these develop further.

As an organisation we are not only growing but increasingly consolidating valuable national knowledge from regulatory offices and operators alike to strengthen the way we jointly approach the important outcome of rail safety. This has contributed to a number of achievements which I highlight below.

REGULATORY ACHIEVEMENTS

This year has seen the consolidation of single jurisdiction and multi-jurisdictional notices completed and all operators have been notified of their streamlined reporting timeframes. ONRSR continues its important role in responding to confidential reports referred by the Australian Transport Safety Bureau (ATSB) which provides assurance to the community that its safety concerns are addressed and it is establishing its function to monitor independent safety investigation reports. We have also strengthened our policy and procedural framework. Whilst the first phase was development of this framework, this year has seen greater focus on ensuring consistent application across branches. There is further work to do and our strategies for this are contained in our Corporate Plan.

Currently throughout Australia, there are a number of big ticket major rail projects such as the Sydney Metro Northwest and Sydney Metro Southwest, the CBD and South East light rail in Sydney, the Melbourne Metropolitan Rail Project, Canberra Light Rail and the Inland Rail project. These projects often comprise complex governance arrangements and use of new technologies. In addition to its ongoing liaison with proponents on their specific accreditations, ONRSR has produced a guideline to provide greater clarity on rail safety legislative requirements and the regulator's expectations which has been positively received by industry. This work will continue to be an important focus for ONRSR, recognising the significant role these projects will play for industry and the general public into the future.

SAFETY IMPROVEMENT INITIATIVES

Safety improvement is a core legislative objective for ONRSR and an area where we can provide significant value in promoting information sharing from industry and promote awareness of better practice. Both the regulator and industry acknowledge that there are still rail safety risks that need greater focus. Our Annual Safety Report identifies ONRSR's major safety priorities each year.

We continued our targeted safety improvement focus during 2014-15 working with industry to improve road rail vehicle (RRV) safety, asset management, fatigue management and human factor management.

CO-REGULATION

Co-regulation is an important framework for the work of ONRSR and its interactions with industry. This model clearly identifies that the responsibility of industry is to manage rail safety and the regulator to ensure industry is doing this. This requires industry to exhibit a degree of self-regulation and where required, to act as a collective entity for longer lasting safety benefit. One such area is the development of an industry safety risk model developed and led by industry. This work has faced significant challenges to date however there has been recent progress. ONRSR is contributing to this work by its support for RISSB and staff participation on RISSB working groups.

As an organisation we are not only growing but increasingly consolidating valuable national knowledge from regulatory offices and operators alike to strengthen the way we jointly approach the important outcome of rail safety.

TRANSITIONAL ACTIVITIES

We again experienced a year that required a focus on transitional activities to ONRSR. There were a number of delays in transitioning Western Australia, however we are confident that this will be on track for the coming year. I am pleased to be positively engaging with those states with service level agreements as they review these and consider direct delivery of their regulatory services to ONRSR.

Full transition strengthens ONRSR's ability to apply a nationally consistent regulatory approach, liaise consistently and effectively with stakeholders and manage its expertise and resources according to local and national rail safety needs.

STRENGTHENING THE ONRSR AS A TEAM

I am critically aware that to achieve our national rail safety goals, we need to have a supportive collegiate team that responds proactively and appropriately to rail safety risks. During the year, our broader senior leadership group met to discuss ONRSR's performance and forward directions. I was impressed with the level of enthusiasm from staff all over Australia to work as a national team. Whilst recognising the logistical challenges of team building in a formative organisation across states, I nevertheless am very confident that we have the right people, approaches and systems to make our organisation not only productive but a positive place to work.

We still have many challenges to face, particularly in maturing our internal processes, governance and IT systems to support an organisation that is growing with the transitioning of state-based regulators. Prolonged transition has also been an issue given the level of ONRSR Executive and system support required to achieve this. These issues are recognised and addressed in our Corporate Plan 2015-18.

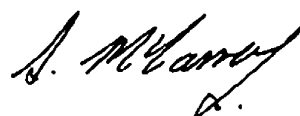
FORWARD DIRECTION

The analysis underpinning the development of our Annual Safety Report will again inform our regulatory and safety improvement priorities for the coming year. In addition to this, many new and continuing initiatives have been identified in our Corporate Plan for delivery in forward years which will continue to support industry in enhancing rail safety and improve the governance and efficiency of ONRSR. During 2015-16 we should see Western Australia transition its regulatory functions to ONRSR and NSW move from delivery under a service level agreement to direct delivery as part of ONRSR.

THANKS

I would like to thank our external stakeholders across Australia who have worked with us to maintain and improve rail safety. We value working with you in a constructive manner and always look to making the regulatory relationships clear and workable and our forward intentions and accountabilities transparent.

I would also like to particularly thank the staff of ONRSR including those contributing to our work under the service level agreements for a highly successful year. Since joining ONRSR only nine months ago, I am very proud of the team I have working with me. Together with industry, we fully commit to continuing the journey to improve rail safety, streamline regulatory arrangements, reduce regulatory burden on industry and improve national productivity for the benefit of the whole community.



Sue McCarrey
Chief Executive

Genesee & Wyoming Australia freight
train passing a level crossing
at Keith, South Australia



ABOUT OUR ORGANISATION

*Our aim is to enhance
and promote rail safety
nationally through
effective risk-based
regulation.*

Our values guide and inform the internal culture and external business conduct of ONRSR.

Independence

We are independent from industry, political and individual influences

Co-regulatory

We support and encourage industry to operate safely and enforce compliance with the law

Effective

We are committed to working cooperatively with industry to improve rail safety

Clarity

We actively engage and communicate with the rail industry and other stakeholders, and are unambiguous in the decisions we make

Fairness and Integrity

We are open and honest in all we do and act with integrity at all times

Leadership

We are committed to building and maintaining a positive team culture between regulator and industry for a shared purpose on safety

Respect

We show respect for others at all times, value our people and support professional and personal development so that we attract the highest quality of people to our workforce

ONRSR is established as a Body Corporate with perpetual succession under Section 12 of the Rail Safety National Law (which is a schedule to the Rail Safety National Law (South Australia) Act 2012). It operates under a national framework reporting to Ministers in each state through the Transport and Infrastructure Council.

ONRSR's national office is in Adelaide and regulatory staff deliver services through branch offices. During 2014-15, there were three operational branch offices reflecting the status of participating states. These were Central Branch which is located in Adelaide which oversaw operations in South Australia, Northern Territory, Tasmania and the ACT, the NSW Branch located in Sydney and the Victorian Branch in Melbourne.

Staff in the Central Branch are employed by ONRSR. The NSW and Victorian Branches provide the agreed level of services through service level agreements with the Independent Transport Safety Regulator (ITSR) and Transport Safety Victoria (TSV) respectively. ITSR staff are integrated into ONRSR's management structure, providing invaluable support to both local regulation and national office activities.

ONRSR reports twice each year to the Transport and Infrastructure Council (Ministerial Council).

OUR STATUTORY FRAMEWORK

ONRSR's principal governing framework is outlined in the Rail Safety National Law.

The regulator's guiding objectives under the Act are to:

- facilitate the safe operation of rail transport in Australia
- exhibit independence, rigour and excellence in carrying out its regulatory functions
- promote safety and safety improvement as a fundamental objective in the delivery of rail transport in Australia.

ONRSR also has responsibilities under the following South Australian legislation (as modified by the Rail Safety National Law National Regulations):

- *Freedom of Information Act 1991*
- *Ombudsman Act 1972*
- *Public Finance and Audit Act 1987*
- *State Records Act 1997.*



What we Do

ONRSR's roles include:

- accrediting Australian rail transport operators and approving variations to existing accreditations.
- compliance monitoring and enforcement of Rail Safety National Law.
- promoting better safety practices and technologies to industry.
- providing specialist advice to the rail industry.
- provision of reports to the Transport and Infrastructure Council (Ministerial Council).
- liaising with stakeholders through forums and events.
- assistance to jurisdictions whose rail regulation is yet to transition to the ONRSR.
- central coordination and development of regulatory policies and procedures.

OUR RESOURCES

ONRSR received funding from industry through fees to the value of \$8.233m and from State and Territory Governments to the value of \$23.745m. ONRSR's primary expenditure items were the SLA payments, salaries and wages and operational costs including rent payments and the development and maintenance of the IT systems.

CityRail train service at Bondi Junction station, Sydney, New South Wales



Julie Bullas,
Executive Director,
Policy, Communications
and Planning

Julie has had over 30 years' experience leading policy development, reform and major change projects at an Executive level across all levels of government, and within the rail industry.



James Stormonth,
Executive Director,
Corporate

James has been a CPA for over 30 years and has led and managed financial management roles over a diverse range of industries from establishing a two partner taxation and small business practice to manufacturing, retail and government financial roles.



Peter Doggett,
Executive Director,
National Operations

Peter has over 20 years' experience in the Australian rail industry where he has combined leadership roles and practical operational experience with a focus on risk management.

GOVERNANCE

ONRSR Board

Sue McCarrey, Chief Executive

Sue McCarrey was appointed Australia's second National Rail Safety Regulator in November 2014. Under her leadership ONRSR is maturing into a fully-fledged national operation that is facilitating a safe, efficient and prosperous Australian rail industry.

Peter Batchelor, Non-executive member

Peter Batchelor brings an extensive knowledge of government obtained through his 20 years as a member of the Victorian Parliament. During this time Peter held senior Cabinet positions including Minister for Transport.

Catherine Scott, Non-executive member

Catherine Scott is an experienced Non-Executive Director. Her career combines investment banking and corporate experience in transport, infrastructure, natural resources and agriculture.

Under Rail Safety National Law, ONRSR comprises the National Rail Safety Regulator (NRSR), Sue McCarrey, and two Non-Executive members, Catherine Scott and Peter Batchelor. These three appointments made by the South Australian Minister on the unanimous advice from responsible Ministers are hereafter referred to collectively as the Board of ONRSR. The Board is responsible for acting in the best interests of ONRSR, consistent with its objectives, functions and legislation. It performs core governance functions, which include annual reporting, development of the annual budget, and establishment of performance indicators. The legal authority for specific regulatory actions is vested in the NRSR only.

During 2014-15, the Board met 12 times and discussed the current working arrangements of ONRSR, its governance, its strategic directions as reflected in the Corporate Plan and Statement of Intent, received reports and recommendations from the Audit and Risk Committee, oversaw the financial operations and provided support to the Chief Executive in relation to issues and concerns of transitioning jurisdictions.



Simon Foster,
Executive Director,
Technical

Simon Foster brings over 30 years of technical and management experience in rail covering track, fleet, operations, stations and communications.



Barry Carr,
Corporate Counsel,
(resigned August 2015)

Barry is an admitted practitioner to the High Court of Australia and the Supreme Courts of Victoria, Australian Capital Territory and South Australia.



Steve Bickley,
Director,
Safety and Risk

Steve has over 15 years' experience in rail safety and risk management in Europe, Asia and Australia.



The ONRSR Executive
team, 2014-15

GOVERNANCE SYSTEM

The Board and Executive is supported by a governance structure comprising internal and external committees, and processes and procedures, including delegation of authorities and risk management practice. These are outlined below.

Internal Committees

ONRSR has one advisory committee to the Board:

Independent Audit and Risk Committee

An independent Audit and Risk Committee reports directly to the Board, providing advice and making recommendations against its agreed terms of reference. The committee met 5 times during 2014-15 to oversee and review ONRSR's corporate risk and financial management practice. It comprises Catherine Scott, ONRSR Non-Executive member who chairs the committee and Malcolm Renney, an external appointment who has extensive experience in risk management in the banking sector. The Auditor-General or his representative is invited as a guest to each meeting of the committee and this facilitates effective communication with the Audit Office.

Executive

ONRSR's Executive comprises four Executive Directors, Corporate Counsel and the Director, Safety & Risk.

During 2014-15, the Executive met 15 times and discussed ONRSR's strategic directions, corporate risks and issues, operational strategies, policy and legislative requirements, safety intelligence and data, safety improvement initiatives and transitional issues. The Executive reviewed and endorsed the direction and recommendations from supporting committees in the governance structure.

The Team

ONRSR continued to take a cautious approach to recruitment and finance, pending transition of all jurisdictions to regulation by ONRSR. At year-end, 58 staff were employed by ONRSR of which 9 were employed on fixed term contracts. Of these, 44 were in the national office and 14 in the Central Branch Office. In addition, services were provided by 54 staff in NSW and 32 staff in Victoria under the service level agreements.

ARTC maintenance vehicle,
Kingoonya, Northern Territory



There are three senior committees sitting under the Executive as outlined below:

National Operations Committee (NOC)

The NOC is led by the Executive Director National Operations and comprises the Executive Director Technical and senior operational staff from head and branch offices. The NOC oversees the preparation and implementation of the National Operations work plan, discusses arising operational matters and is the vehicle for coordinating a consistent approach to regulation.

Data and Policy Committee (DPC)

The DPC is led by the Chief Executive and comprises Executive Directors responsible for Policy & Safety Improvement, Operations and Technical together with appropriate senior management from those areas. The DPC reviews safety intelligence on emerging issues, establishes safety improvement initiatives, identifies areas for policy, legislative and guideline development, oversees the drug and alcohol testing program, the development of the Annual Safety Report and safety bulletins.

Information Management and Technology (IM&T) Steering Committee

The IM&T Steering Committee is led by the Executive Director, Corporate and comprises two Executive Directors for National Operations and Technical and senior IT staff. The IM&T Steering Committee oversees all IT planning, developments and maintenance for ONRSR including transitioning of jurisdictions.

Senior Leadership Group

During 2014-15, ONRSR established a senior leadership group (SLG) comprising direct reports to Executive members. The SLG provides input to the ONRSR Executive on strategic directions and performance.

Delegation of Authorities

A framework of delegation is in place so that day to day powers of the NRSR can be executed by Executive Directors, Branch Directors and operational staff.

Corporate risk management

ONRSR is committed to ensuring it has the necessary expertise, processes and agreements in place and takes a proactive approach in identifying its risks and implementing appropriate mitigation strategies. Whilst there is a shared responsibility throughout the organisation, management of risk is overseen by the ONRSR Audit and Risk Committee. ONRSR maintains a detailed business risk register.

Throughout the year the Executive regularly and formally review key risks, priorities and required actions.

ONRSR'S STRATEGIC AND REGULATORY FRAMEWORK

Statement of intent

ONRSR is required to set out a Statement of Intent for agreement by the Transport and Infrastructure Council (Ministerial Council). The full Statement of Intent, as agreed by the Ministerial Council in May 2015, is available on the ONRSR's website at www.onrsr.com.au

The Statement outlines ONRSR's key functions, its regulatory approach and the priorities for 2015-2018. These include undertaking activities to support ONRSR's regulatory approach, creating a culture within ONRSR to optimise organisational effectiveness and deliver consistent risk-based operations across the country, develop and deliver in tandem with industry safety improvement initiatives and maintain and strengthen good stakeholder relationships.

A key focus for ONRSR continues to be encouraging industry to develop an industry-owned national rail safety risk model supported by consistent, accurate data. Once developed, this will strengthen the development and adoption of quality industry products and safety improvement initiatives and projects resulting in safety and economic benefit to industry and the community.

It also refers to the goals of ONRSR reflected in its Corporate Plan which are to:

- maintain and improve rail safety through risk-based regulation
- reduce regulatory burden on industry
- promote greater self-regulation by industry
- prepare for and support the entry of other state regulators into ONRSR
- promote safety awareness and safety improvement initiatives, and
- develop and enable our people to optimise internal capability and organisational effectiveness.

To achieve these goals, ONRSR aims to maintain and improve rail safety through consistent risk-based application of the law across jurisdictions, share and improve regulatory practice and develop strong stakeholder relationships and engagement.

ONRSR's regulatory approach

ONRSR's regulatory approach articulates how we regulate with the view to achieving our purpose and objectives. The full document is available at www.onrsr.com.au

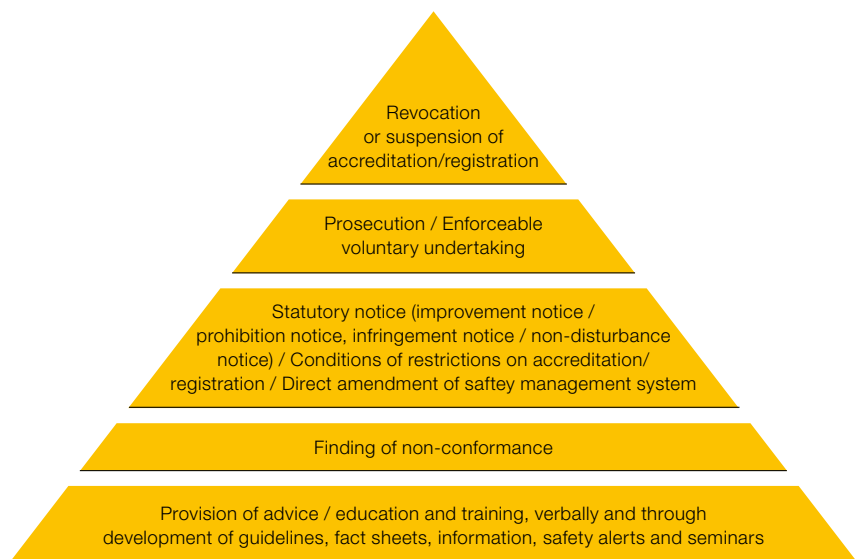
Key principles of ONRSR's regulatory approach are as follows:

- Independent and impartial: We are independent from industry, political and individual influences and act without bias in the best interest of rail safety and consistent with our functions.
- Risk-based: Regulatory effort and compliance activity is commensurate with risk, which means that we align our priorities and regulatory activity with the highest risk and potential for improvement.
- Educational: ONRSR, through its safety improvement strategy proactively engages in encouraging, collaborating and supporting the wider industry to enable duty-holders under the law to improve their knowledge, skills and standards to prevent accidents and unsafe conditions.
- Proportionate compliance and enforcement: ONRSR's compliance and enforcement policy is predicated upon response to safety issues being proportionate to the risks and potential benefit to safety.

- Transparent, fair and accountable: Rail transport operators know what, why and when we take safety action and these actions are predictable and proportionate.
- Consistent: We are consistent with our risk-based decision making and like situations will be treated in a like manner as much as possible, no matter where they arise under ONRSR.

These principles aim to support regulatory effectiveness and efficiency by supporting a transparent and collaborative relationship with the rail transport industry and continual improvement in rail safety.

We prefer to achieve outcomes by providing support and collaboration on risk-based safety improvement initiatives to encourage industry to build its capacity to improve its performance voluntarily and collectively. Given this, our tools of first resort are to influence and support industry on risk management initiatives as well as provide any tools and guidance that are required. If further regulatory action is required, we use those regulatory tools and provisions as articulated under Rail Safety National Law. This approach is outlined in our Compliance and Enforcement policy and depicted below:



The following reflects key ONRSR external stakeholders as at June 2015. ONRSR's primary stakeholder is the Australian public who are represented through government ministers, government forums / bodies and agencies.

STAKEHOLDERS

Stakeholder	Role/function	What ONRSR delivers
Transport and Infrastructure Council (Ministerial Council) & Transport and Infrastructure Senior Officials Committee (TISOC)	Ministerial body comprising all State, Territory and Federal Ministers for Transport and Infrastructure Executive officer level committee supporting Ministerial Council through advice and coordination of briefings	Efficient and effective regulation of rail safety in Australia Monitor and reporting of national rail safety issues Support for jurisdictions transitioning to ONRSR Proposals for fee regulations to recover industry costs Accountability for funding
National Transport Commission (NTC)	Inter-governmental agency charged with improving the productivity, safety and environmental performance of Australia's road, rail and intermodal transport system.	Advice and liaison on legislative enhancements to the RSNL
Australian Transport Safety Bureau (ATSB)	Independent Commonwealth Government statutory agency that conducts national rail safety investigations	ONRSR response to safety issues referred through the ATSB's confidential reporting (REPCON) system Data, information and support in regard to accident notification and rail safety investigations Liaison on rail safety and regulatory response issues
Rail Industry Safety and Standards Board (RISSB)	Owned by industry and responsible for the development and management of the rail industry standards, rules, codes of practice, guidelines and the industry risk model Accredited by Standards Australia as a Standards Development Organisation	Encouragement for the development of an industry owned national rail safety risk model supported by consistent, accurate data Support to promote harmonisation, standardisation and interoperability of industry practice and systems to benefit safety Participation on RISSB working groups to develop and promote safety improvement initiatives, including the development of guidelines and standards
Australasian Railway Association (ARA)	Body representing passenger, freight, track operators and the wider rail supply industry in Australia, New Zealand and Indonesia	Consultation on strategic rail safety policy and regulatory issues

Stakeholder	Role/function	What ONRSR delivers
Australian Tourist and Heritage Railway Association (ATHRA)	National body representing Australian tourist and heritage rail organisations	Provision of advice and support on rail safety Consultation on rail safety policy
Rail operators (Chief Executives, Rail Safety Managers)	Includes senior management and safety personnel across all forms of rail transport in Australia	Accreditation/registration for rail operations Monitor, oversight and enforcement of industry legislative compliance with rail safety legislation and industry rail safety standards Guidance to assist operators comply with legislative and policy requirements Assistance to improve operators' safety risk management practices through education and the provision of tools Development and enactment of national rail safety policies Development of proposals for cost recovery
Rail Tram and Bus Union (RTBU)	Represents transport industry workers in Australia on industrial matters including safety	Support for safety of rail safety workers through enforcement of rail safety legislation and safety improvement services Development and enactment of national rail safety policies
Australasian Centre for Rail Innovation (ACRI)	Rail related research	Advice, direction and governance through its role as a Director of ACRI
State-based public transport user groups	Represent public transport users within Australia	Information and liaison on strategic rail safety issues

STAKEHOLDER RELATIONSHIPS

ONRSR recognises that stakeholder relationships are critical to achieving national rail safety outcomes, as reflected in its corporate values. ONRSR defines its external stakeholders as comprising the rail industry, rail associations, unions, government agencies, Ministers for Transport and the Ministerial Council.

ONRSR is committed to building relationships with its range of stakeholders through established forums, targeted initiatives, provision of information and guidance and regular tailored interactions. This enables the regulator to gain input into its strategic directions, heighten awareness of compliance and safety improvement matters as well as ensure that it continues to appreciate stakeholder needs and concerns on rail safety regulation.

ONRSR reports bi-annually to Transport Ministers through the Ministerial Council. The council provides approval for ONRSR's Statement of Intent, endorsement of its Corporate Plan and budgetary support.

ONRSR's achievements in building its relationships with stakeholders are guided by key milestones in the ONRSR Corporate Plan 2015–2018. Summary performance is outlined here.

MILESTONES

What	When	2014–'15 Result
Maintain a national communications plan	Annual ongoing	<ul style="list-style-type: none"> • Achieved
Annual stakeholder satisfaction survey	Establish benchmarks once all jurisdictions are part of the ONRSR and conduct survey annually thereafter	<ul style="list-style-type: none"> • N/A ONRSR intends to issue an external stakeholder satisfaction survey in 2015-'16.

Stakeholder forums

ONRSR continued to support and host a number of stakeholder engagement forums during 2014-15.

These included the:

- **CEO industry reference group** which provides a forum to discuss strategic industry and regulatory directions and safety issues and improvements required. It comprises senior representatives from the rail industry including the ARA and RISSB, the ONRSR Chief Executive and Executive Director National Operations and Executive Director Policy, Communications and Planning. The group meets four times a year, with every second meeting including union representatives.
- During 2014–15, CEOs discussed ONRSR's Statement of Intent and Corporate Plan 2015–18, fee and cost recovery issues, safety improvement topics, development of a national safety risk model and supporting database and drug and alcohol management within the rail industry.
- **Union reference group** comprising senior representatives from the Rail, Tram and Bus Union, the ONRSR Chief Executive and Executive Director National Operations and Executive Director Policy, Communications and Planning. It has a similar agenda to the industry forum including strategic conversations and information exchange between the unions and the regulator and also discussed the issues listed above for the CEO forum.

- **National Operations Forum** allows multi-jurisdictional operators to discuss safety issues and consistency of application by ONRSR regulatory staff specific to their operations with senior ONRSR operational and technical staff at a monthly meeting. One operator attends each month, thereby allowing a frank exchange of opinions.

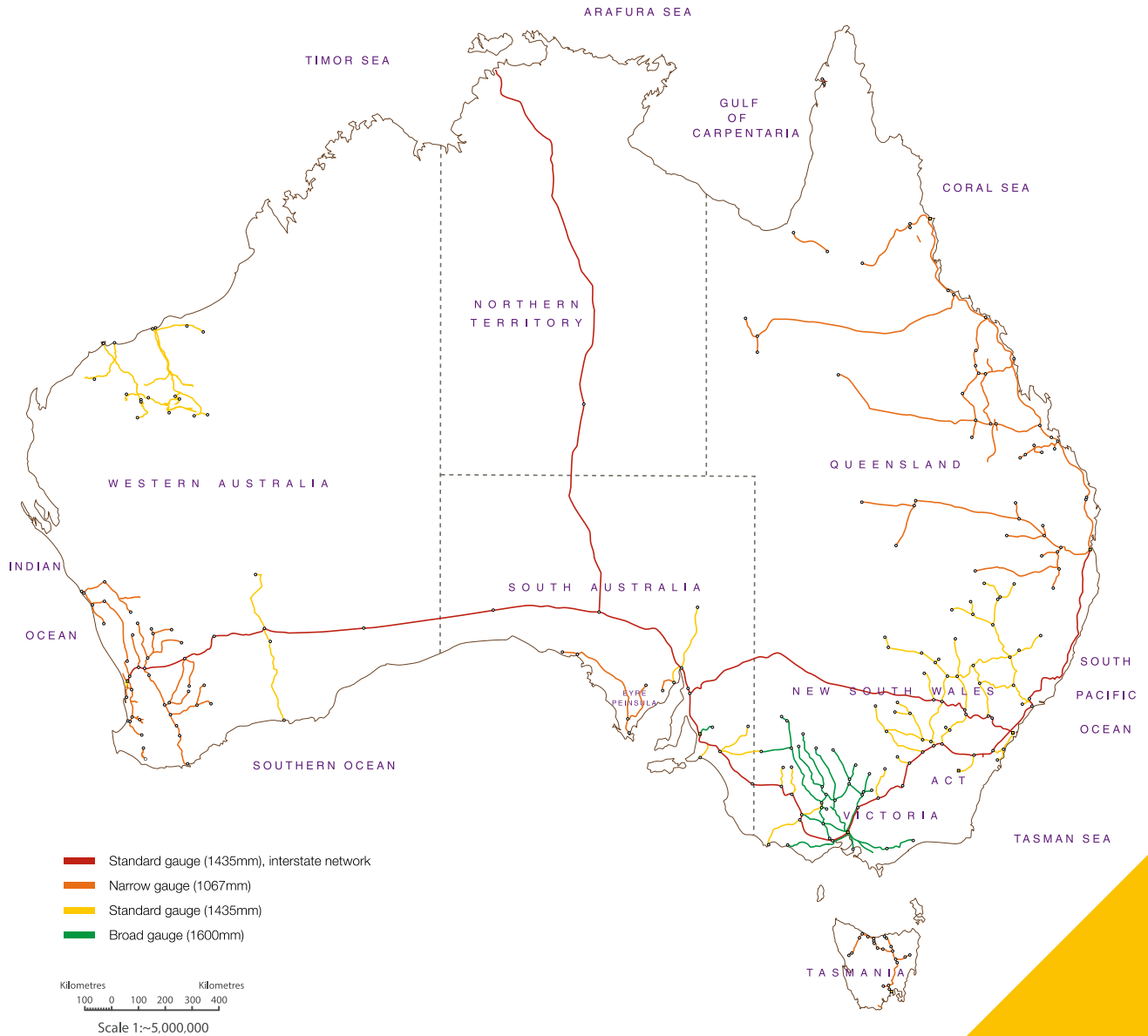
- **Branch Operators Forums** are held at the discretion of individual branch directors to suit branch circumstances and address local operational issues with accredited operators.

ONRSR remained committed to attending industry-led meetings and forums which have included the following:

- **RISSB's Safety Managers Group** attended by the Executive Director Policy, Communications & Planning and Executive Director National Operations. This group comprising safety managers from various rail transport operators meets quarterly and focuses on operational issues, safety learnings and improvements.
- **Association of Tourist and Heritage Rail Australia** attended by the Executive Director Policy, Communications & Planning and Executive Director National Operations. This group meets twice a year comprising representatives from all state tourist and heritage associations.
- **State tourist and heritage groups** attended by branch directors which meets periodically comprising local tourist and heritage operators.

The map below depicts the rail networks operating across Australia:

(Sourced from the Australasian Railway Association.)



RAIL INDUSTRY SAFETY PERFORMANCE

The table below provides high level data on the rail industry safety performance within the remit of ONRSR. It includes Victorian and ACT data for the first time.

The ONRSR Annual Safety Report available on the website provides more in depth analysis of safety performance.

Rail safety contexts by state are outlined in more detail in the jurisdictional overviews in Part B (page 37).

DATA ANALYSIS

Category A and Category B occurrences

Under the Rail Safety National Law, rail transport operators must report notifiable occurrences. Regulation 57 defines two categories of occurrences for the purpose of reporting – Category A which must be verbally reported to the ATSB immediately and then in writing to ONRSR within 72 hours and Category B which must be reported to ONRSR in writing within 72 hours of the occurrence. The ATSB informs ONRSR upon notification of a Category A event.

Fatalities and injuries

Fatalities and injuries can involve staff employed by railway companies, railway passengers or members of the public affected by railway operations. The ONRSR Occurrence Notification Standard (ON-S1) provides guidance to support Regulation 57 on the types of occurrences that are reportable and what data items must be included with these reports. Where a casualty occurs in conjunction with an occurrence, details of this casualty must also be provided to ONRSR.

During 2014-15, there were 78 fatalities of which 70 were related to suspected suicide, 6 were trespass related, and 2 were relating to slips, trips and falls from a platform and footbridge. In South Australia, all 3 fatalities were related to suspected suicide. In NSW, 24 of the 30 were related to suspected suicide, 4 were trespass related and 2 were related to slips, trips and falls from a platform and footbridge. In Victoria, 43 of the 45 fatalities were related to suspected suicide and 2 were trespass related.

Of the 538 serious injuries, 78% related to slips, trips and falls. In South Australia, this comprises 88% of their reports, in NSW 80% and in Victoria 59%. ON-S1 defines a serious injury as one requiring admission to hospital. This information is not always known by operators at the time of occurrence notification and different mechanisms are used by operators to ascertain the seriousness of an injury. Work is progressing with industry to achieve a consistent national application of ON-S1 in this respect.

State	Year	Cat. A	Cat. B	Fatality	Serious Injury
ACT	20 Nov '14 - 30 June '15	0	7	0	0
SA	2013-'14	46	4,665	4	14
	2014-'15	30	5,086	3	8
TAS	2013-'14	8	735	1	0
	2014-'15	4	632	0	0
NT	2013-'14	4	302	0	0
	2014-'15	3	171	0	0
NSW	2013-'14	538	26,250	42	496
	2014-'15	575	26,170	30	491
VIC	2014-'15	129	12,218	45	39
Total	2013-'14	596	31,952	47	510
	2014-'15	741	44,284	78	538





Freight train,
New South Wales

MEASURING ONRSR'S PERFORMANCE

ONRSR's performance is measured in a number of ways, including delivery against milestones, quantitative key performance indicators (KPI), feedback from external stakeholders through industry forums and qualitative measures.

ONRSR currently reports on its corporate performance six monthly to its Executive and Board. The table (right) reflects KPI categories referred to in ONRSR's Corporate Plan 2015–18.

ONRSR KPIs and operational statistics

The following table reflects ONRSR's operational activity statistics for its regulatory services for 2014-2015 in participating jurisdictions including South Australia, NSW, Victoria, Tasmania, Northern Territory and the ACT.

Data for 2014-15 reflects the inclusion of activities for the first time from Victoria and ACT which increases a number of KPI results for the year.

Operational activity	'13-'14	'14-'15
No. of accreditations:		
Received	3	6
Completed	1	1
No. of variations to accreditation:		
Received	23	40
Completed	19	24
No. of surrenders of accreditation:		
Received	2	5
Completed	1	4
No. of exemptions to accreditation:		
Received	2	3
Granted	1	1
No. of variations to registrations:		
Received	16	2
Completed	14	1
No. of surrenders of registration:		
Received	6	4
Completed	6	2
No. of notifications of change:		
Received	117	226
Completed	97	156
No. of consolidated ONRSR notices of accreditation issued	61	114
No of REPCON's received	10	10
Actioned	7	13
No. of formal inspections completed	129	196
No. of audits completed	57	48
No. of compliance investigations completed	10	10
No. of Improvement Notices issued	0	5
No. of Prohibition Notices issued	0	2

A tram on the
light rail network
departs Central
Station, Sydney,
New South Wales

KPI	'13-'14	'14-'15	Definition
% of NCR's escalated to a formal notice	0	0.5%	NCR's (Non Conformance Reports) are issued by ONRSR to Rail Transport Operators (RTO) when a non-conformance with Rail Safety National Law has been identified, does not represent an immediate safety threat and can be managed within the RTOs safety management system
No. of NCR's issued	284	400	
No. of NCR's escalated	0	2	
% of Improvement Notices completed within agreed time-frames	100%	75%	Improvement Notices are issued to RTOs when ONRSR determines that the safety issue does not represent an immediate safety threat and can be managed within the RTOs safety management system. "Completed" refers to ONRSR's determination that the RTO has satisfied the Notice. "Agreed" reflects the time-frames for closure as agreed between ONRSR and the RTO.
No. of Improvement Notices issued	0	5	
No. of Improvement Notices completed within agreed time-frame	1	3	
Industry D&A tests			'Industry' refers to testing programs run by rail operators as required under legislation
No. of drug tests (industry)	23,777	21,691	
No. of positive drug tests (industry)	100	120	
% of drug tests positive	0.42%	0.55%	
No. of alcohol tests (industry)	227,380	169,848	
No. of positive alcohol tests (industry)	66	80	
% alcohol test positive (industry)	0.029%	0.047%	



Ballast and track,
Kingoonya,
Northern Territory

KPI	'13-'14	'14-'15	Definition
ONRSR D&A tests			
No. of drug tests (ONRSR)	206	216	ONRSR runs its own program of drug and alcohol testing.
No. of positive drug tests (ONRSR)	0	0	'Positive is defined as those tests confirmed as positive by external laboratory
% of drug tests positive (ONRSR)	0	0	
No. of alcohol tests (ONRSR)	203	220	
No. of positive alcohol tests (ONRSR)	0	0	
% of alcohol tests positive (ONRSR)	0%	0%	
No. of operator appeals to ONRSR decisions	0	2	'operator appeal' is a formal appeal to an ONRSR decision under Rail Safety National Law 'ONRSR decisions' are reviewable decisions as defined under national law.
% appeals upheld	0	0	"Appeal upheld" reflects that the operator's appeal was recognised as valid and resulted in a change in ONRSR direction
% of Australian railway track and train kilometres regulated by ONRSR under RSNL	40% track km regulated 40% track km regulated	53% track km regulated 58% train km regulated	"Railway track" is defined under Rail Safety National Law to include heavy rail, light rail, monorail, inclined railway, railway in marshalling yard or terminal, tram, private sidings and guided systems in all states

PART A: ONR SR NATIONAL PERFORMANCE



Our forward annual priorities are guided by the goals of our Corporate Plan 2015-18 as outlined below. They are consistent with previous years.

The ONRSR Corporate Plan can be accessed on the ONRSR website at www.onrsr.com.au

ONRSR measures its performance qualitatively through regular internal reporting and quantitatively through its key performance indicators. Formal internal reviews of performance occur every six months.

ONRSR's national performance is reported against the goals and milestones of the ONRSR Corporate Plan 2015-18 and associated key performance indicators.

CONTEXT

Achieving rail safety outcomes and risk-based regulation requires quality data and intelligence. The data collected by ONRSR is used for regulatory purposes in four ways:

- at a national level to develop the ONRSR national audit plan, plan safety improvement initiatives and in priority setting with RISSB on collaborative projects
- at a branch, jurisdiction or sector level for operational action in respect to a particular aspect of the industry (such as a specific operation, asset or location)
- at a rail transport operator level to identify and act on issues with particular operators
- for compliance and investigation activity where serious breaches of the RSNL are suspected.

See Part B for more details of state-specific activities (page 37).

COPRORATE PLAN GOAL 1: MAINTAIN AND IMPROVE RAIL SAFETY THROUGH A RISK- BASED APPROACH TO REGULATION



CORPORATE PLAN MILESTONE DELIVERY

ONRSR's achievements in delivering this goal are guided by its key milestones in the ONRSR Corporate Plan 2015-18. Summary performance is outlined as follows:

MILESTONES

What	When*	Result '14-'15
Determine and deliver the annual regulatory activity work program using a risk-based approach	• Q3 Annually	• Achieved
Determine and deliver against annual operational ONRSR key performance indicators	• Q3 Annually	• Achieved
Review effectiveness of Service Level Agreements	• Quarterly	• Achieved
Undertake a national drug and alcohol testing program, with annual review	• Ongoing	• Underway
Support RISSB to develop and promote the use of industry generated standards	• Ongoing	• Ongoing

*Q1 = Jan-Mar; Q2 = April-June; Q3 = July-Sept; Q4 = Oct- Dec

Key performance indicators

- Delivery of the national operations plan of audits and inspections
- Implementation of compliance recommendations by rail operators within agreed timeframes
- Enforcement actions undertaken by ONRSR and outcomes

(left)
New Adelaide
Metro electric train
operating on the
Seaford line, Adelaide,
South Australia

SUPPORTING ACHIEVEMENTS

The following provides more detail on Corporate Plan Goal 1 supporting activities.

Forward planning with large multi-jurisdictional RTOs on variations to accreditation

During the year, ONRSR established a forward work program with large multi-jurisdictional Rail Transport Operators (RTOs) on their forward variation to accreditation activities. This program will be an ongoing activity with these operators designed to promote awareness of rail safety legislative requirements prior to operators applying for variations.

Implementation of the ONRSR National Work Plan

ONRSR's national regulatory work plan is developed through the National Operations Committee to reflect agreed national safety and regulatory priorities whilst addressing local regulatory requirements. The 2014–15 plan outlined a schedule of audit and inspection activities with resources allocated appropriately. Priorities were based on safety data intelligence outlined in ONRSR's Annual Safety Report, analysis of rail transport operator safety performance, previous audit and compliance findings, notifications by operators of changes to working arrangements, applications for new or varied accreditations and general operational intelligence. The regulatory work plan was constantly reviewed and resources reallocated to meet emerging operational priorities.

ONRSR also incorporated follow up activities associated with ATSB investigations and REPCON reports into its operational work plan.

Statistics on operational activities conducted under the work plan are detailed on page 21.

During the year, the National Operations Committee met with a range of multi-jurisdictional operators to address specific safety issues as well as sharing intelligence and working on improved implementation of national regulatory policies and procedures across states.

Safety incident response

ONRSR responded to a number of rail emergencies, incidents and accidents that impacted on public safety and potentially breached national rail safety legislation. More detail on these responses is provided state by state in Part B.

ONRSR response to confidential reports (REPCONS)

REPCON reports are confidential reports made to the Australian Transport Safety Bureau by anyone who has a rail safety concern which are then referred to ONRSR for action.

ONRSR received 10 REPCON reports during 2014–15. Any immediate safety issues were addressed as a priority. For other safety issues, ONRSR sought further information from operators and/or conducted compliance inspections to verify the concerns and operator's response. These issues will be monitored as part of the ONRSR national work program 2015–16. Once finalised, the ATSB publishes REPCON reports on their website which includes the response from ONRSR to each individual issue.

ONRSR's operational measures relating to REPCONS are on page 21.

Review of regulatory risk framework

Reviewing rail safety regulatory risks by operators is a core function of the regulator. A major benefit of being a national regulator has been the ability to consolidate national rail safety data and apply consistent procedures to assess and respond to rail safety risks from a local and national perspective. Following a review of ONRSR's enterprise risk framework that concluded earlier this year, it was recognised that the regulatory risk framework would benefit from being further strengthened. This work is being undertaken in 2015 and will strengthen ONRSR's regulatory decision making on rail safety risks.

Major projects' accreditation

In December 2014, following extensive consultation with industry, ONRSR published its major projects guideline. The guideline outlines ONRSR's expectations when reviewing the processes and associated evidence used to demonstrate that safe outcomes are being planned and later achieved by major projects. A number of major projects have adopted the guideline as their framework for engagement with ONRSR.

ONRSR is engaging with a number of major rail projects on their rail safety accreditation requirements across Australia which are at various stages of development. Those crossing state borders are outlined below, with those specific to a single state detailed in Part B.

Advanced Train Management System (ATMS)

The Australian Rail Track Corporation (ARTC) is developing an ATMS to be rolled out nationally to improve its rail safety and network capacity, operational flexibility, train service availability, transit times and system reliability. The focus this year has been in South Australia.

Inland Rail (Melbourne – Brisbane)

The ARTC is developing an Inland Rail project which comprises a 1,730km rail connection between Melbourne and Brisbane via an inland route on new and existing track.



Peltana Creek, Western
Side Flinders Rangers,
South Australia

National drug and alcohol testing program

Under the RSNL, it is an offence to conduct rail safety work under the influence of drugs or alcohol. To enforce this, ONRSR has established a testing program to test that rail safety workers are complying with legislative requirements and not undertaking rail safety work whilst under the influence of drugs or alcohol. This program complements rail transport operator and police testing.

During the year, ONRSR conducted testing in South Australia, Tasmania and the Northern Territory. Work is continuing in NSW, ACT and Victoria to enable the testing program to be implemented in these jurisdictions. This rail safety workers testing was undertaken in a range of locations, including both metropolitan and remote areas, and involved tourist and heritage and commercial operators.

During 2014–15, 436 tests had been conducted including 216 drug tests plus 220 alcohol tests, with no confirmed positive results obtained.

For data on drug and alcohol testing programs and results, see the key performance indicator on page 22.

CORPORATE PLAN GOAL 2: **REDUCE REGULATORY BURDEN ON INDUSTRY**



CONTEXT

Consistent regulatory decision making, access to nationally applicable processes, one fee and invoice structure and nationally applicable policies all contribute to reducing regulatory burden.

Collating and sharing national data assists operators and the regulator ensures that activities are targeted and effective in reducing safety risks nationally. The preparation of ONRSR's Annual Safety Report is an important information service that the regulator currently provides.

CORPORATE PLAN MILESTONE DELIVERY

ONRSR's achievements in delivering this goal are guided by its key milestones in the ONRSR Corporate Plan 2015–18. Summary performance is outlined as follows:

MILESTONES

What	When*	Result '14–'15
Continue to work with industry on the program for consolidating notices of accreditation to a single notice per accredited operator	<ul style="list-style-type: none"> • Ongoing 	<ul style="list-style-type: none"> • Achieved Completed for all operators currently covered by ONRSR legislation
Report to the Ministerial Council on the review of drug and alcohol and fatigue risk management arrangements under the RSNL to further enhance regulatory consistency	<ul style="list-style-type: none"> • Q4 2017 	<ul style="list-style-type: none"> • Ongoing
Establish a Memorandum of Understanding (MoU) with competent authorities for the transport of dangerous goods by rail in NSW, NT, SA, Tasmania and Victoria	<ul style="list-style-type: none"> • Q3 2014 	<ul style="list-style-type: none"> • Achieved
Establish an MoU with the Victorian Office of the Chief Investigator and Victoria Police	<ul style="list-style-type: none"> • Q3 2014 	<ul style="list-style-type: none"> • Partially achieved
Establish MoUs with the NSW Office of the Transport Safety Investigations and other work, health and safety regulators and police agencies in transitioning jurisdictions	<ul style="list-style-type: none"> • Q4 2014 	<ul style="list-style-type: none"> • Partially achieved
Review of MoUs with Heads of Workplace Safety Authorities	<ul style="list-style-type: none"> • 2014 	<ul style="list-style-type: none"> • Achieved
Review of MoU with South Australia Police	<ul style="list-style-type: none"> • Q4 2014 	<ul style="list-style-type: none"> • Achieved
Review of MoUs with the ATSB and NTC	<ul style="list-style-type: none"> • 2016 	<ul style="list-style-type: none"> • Yet to commence

*Q1 = Jan-Mar; Q2 = April-June; Q3 = July-Sept; Q4 = Oct- Dec

Key performance indicator

- Feedback from rail transport operators

SUPPORTING ACHIEVEMENTS

The following provides more detail on Corporate Plan Goal 2 supporting activities.

Consolidation of accreditation and registration notices

During 2014-15, all accreditation and registration notices for every operator accredited under ONRSR have been consolidated as national notices. This is a major milestone in the national rail safety reform process.

Streamlining reporting periods

The consolidation of accreditation and registration notices enabled ONRSR to streamline reporting periods for industry in line with legislative requirements, thereby further reducing regulatory burden on industry and creating efficiencies for both industry and the regulator.

Legislative review proposals to Ministerial Council

In 2012, Ministerial Council endorsed the legislative arrangements for drug and alcohol and fatigue risk management under the Rail Safety National Law and required that review of these arrangements be undertaken after the commencement of the ONRSR.

These reviews are due for completion in 2017 and work is well underway to ensure the timeframe is achieved.

National Transport Commission maintenance program

The National Transport Commission continues to review and oversight the maintenance of the Rail Safety National Law.



ONRSR has engaged with the National Transport Commission to progress the Rail Safety National Law maintenance program. An amendment package, which was endorsed by Ministerial Council in November 2014 and then subsequently passed by the South Australian Parliament, came into effect on 1 July 2015. The amendments remove unnecessary restrictions to ONRSR obtaining information and conducting inquiries as well as allowing ONRSR to suspend an operator for failing to pay their fees.

Memoranda of Understanding

Memoranda of Understanding with colleague agencies further support achievements in reducing regulatory burden by reducing duplication and supporting better safety outcomes.

Currently the ONRSR has an MoU or agreements of cooperation in place with:

- the National Transport Commission
- Australian Transport Safety Bureau
- workplace safety authorities in South Australia, Northern Territory, NSW, Tasmania, Victoria and the Commonwealth
- South Australian and Tasmanian Police
- competent authorities for the transport of dangerous goods by rail in NSW, Northern Territory, South Australia, Tasmania and Victoria
- Office of Rail Safety – Western Australia
- Department of Transport and Main Roads (Queensland)

West Coast Wilderness Railway,
leading to Queenstown, Tasmania

CORPORATE PLAN

GOAL 3: PROMOTE GREATER SELF-REGULATION BY INDUSTRY

CONTEXT

ONRSR's Safety Improvement Policy seeks to influence industry to work together to identify and manage railway risks as an industry and articulates ONRSR's support for industry in the development of an industry risk model and quality Rail Industry Safety and Standards Board (RISSB) standards.

ONRSR promotes that industry develop and implement a national rail safety vision, strategy and work program.

CORPORATE PLAN MILESTONE DELIVERY

ONRSR's achievements in delivering this goal are guided by its key milestones in the ONRSR Corporate Plan 2015-2018. Summary performance is outlined here.

SUPPORTING ACHIEVEMENTS

The following provides more detail on Corporate Plan Goal 3 supporting activities.

Engagement in RISSB development projects

ONRSR regularly engages with RISSB providing input into selected standards and products, particularly those that facilitate national consistency and interoperability and contribute to improving rail safety outcomes without inhibiting competitive advantage among operators.

During the year, ONRSR has continued to work with RISSB to progress the following projects:

- development of a road/rail vehicle standard
- development of guidance on making safety decisions
- development of a standard for train detection
- review of the train communications standard
- review of the standard for event recorders.

Preparation of the Annual Safety Report

The ONRSR Annual Safety Report 2013-14 was published in December 2014 and provided summaries and analysis of rail safety occurrence data for 2013-14. The report expanded analysis on reported occurrences made in the reporting year including identifying risks that various types of occurrences present and ONRSR's regulatory views on these. The 2013-14 report also reviewed the regulatory priorities set the previous year and confirmed areas of focus for the regulator.

The report is available on the ONRSR's website at www.onrsr.com.au

Industry safety risk model

During 2014-15, ONRSR continued to promote the need for an industry-led development of a safety risk model. During the year, work progressed to develop the model's concept of operations which articulates the desired outcomes that would be delivered by a fully implemented risk model and sets realistic expectations about what could be achieved in the initial phases.

MILESTONES

What	When*	Result '14-'15
Agree with RISSB where ONRSR can participate and support the delivery of RISSB outputs	• Q3 annually	• Achieved
Assist RISSB with the development of national standards, guidelines and products	• As agreed with RISSB	• Achieved
Consult on data to be presented in the ONRSR Annual Safety Report	• Q3 annually	• Achieved consultation held with RISSB Safety Managers Group
Publish the ONRSR Annual Safety Report	• Q4 annually	• Achieved
National data strategy developed in consultation with industry to support the industry risk model	• 2017	• Not yet commenced industry risk model not yet developed

*Q1 = Jan-Mar; Q2 = April-June; Q3 = July-Sept; Q4 = Oct-Dec

Key performance indicator

- Development and national adoption of quality RISSB standards by industry.



Maldon Train
Station, Victoria

3

CORPORATE PLAN GOAL 4: PREPARE FOR AND SUPPORT THE ENTRY OF OTHER STATE REGULATORS INTO THE ONRSR



CONTEXT

ONRSR continued to work closely with government representatives and regulators in states yet to enact Rail Safety National Law and join the operational work of ONRSR during 2014-15. ONRSR has liaised with senior officials, trained new staff and developed business systems to support national regulatory operational needs.

ACT joined the ONRSR in November 2014 and work has progressed to support the entry of Western Australia.

CORPORATE PLAN MILESTONE DELIVERY

ONRSR's achievements in delivering this goal are guided by its key milestones in the ONRSR Corporate Plan 2015-18. Summary performance is outlined as follows:

MILESTONES

What	When*	Result '14-'15
Support legislative development to enable the RSNL to be passed through remaining state parliaments	<ul style="list-style-type: none"> • Ongoing 	<ul style="list-style-type: none"> • Ongoing (Western Australia)
Provide timely and appropriate business and human resource systems and processes that are aligned with transitional timeliness	<ul style="list-style-type: none"> • Q1 2014 	<ul style="list-style-type: none"> • Ongoing

*Q1 = Jan-Mar; Q2 = April-June; Q3 = July-Sept; Q4 = Oct- Dec

SUPPORTING ACHIEVEMENTS

The following provides more detail on Corporate Plan Goal 4 supporting activities which focus on Western Australia. Currently, participating jurisdictions in the ONRSR include South Australia, Northern Territory, Tasmania, the ACT and, under service level agreements, NSW and Victoria.

Support for legislative transition for Western Australia

During the year, ONRSR worked closely with the Department of Transport (WA) on the drafting of the Rail Safety Bill which enables Western Australia to be regulated by ONRSR. Work also progressed on project planning, securing accommodation and ensuring all systems and processes are in place to support the transition once legislation is passed.

CORPORATE PLAN GOAL 5: PROMOTE SAFETY AWARENESS AND SAFETY IMPROVEMENT INITIATIVES AND RESEARCH

5

CONTEXT

Under Rail National Safety Law, a key objective of ONRSR is to "promote safety and safety improvement as a fundamental objective in the delivery of rail transport in Australia".

ONRSR functions to enable this include the collation and publishing of information on rail safety, providing or facilitating the provision of advice, education and training and working collaboratively with industry on rail safety. ONRSR works with RISSB and key stakeholder groups, including union and industry members, to agree on safety awareness and improvement elements for endorsement and promotion.

ONRSR safety improvement work with stakeholders takes the following forms:

- development of supportive material such as guidelines and policies
- targeted workshops and events on specific safety improvement priorities using ONRSR's specialist resources and industry experience
- regular promotion through ONRSR's website and targeted information networks of rail safety issues and guidance
- daily activities of ONRSR Rail Safety Officers in their interactions with operators involving identification of specific safety issues and awareness of industry better practice to enhance operators' management approach and safety performance.

MILESTONES

What	When*	Result '14-'15
Publish Safety Bulletins	<ul style="list-style-type: none"> • Quarterly ongoing 	<ul style="list-style-type: none"> • Partially achieved
Continue to populate the on-line resource centre with education and awareness information	<ul style="list-style-type: none"> • As information becomes available 	<ul style="list-style-type: none"> • Achieved
Work with industry to develop a work program to implement the Safety Improvement Policy and Strategy	<ul style="list-style-type: none"> • Ongoing 	<ul style="list-style-type: none"> • Ongoing
Develop a Safety Management System (SMS) maturity tool methodology for Rail Safety Officers to consistently apply	<ul style="list-style-type: none"> • Q4 2014 	<ul style="list-style-type: none"> • Achieved
Produce guidance on asset management (including scalability approach for tourist and heritage)	<ul style="list-style-type: none"> • By Q3 2014 	<ul style="list-style-type: none"> • Achieved

*Q1 = Jan-Mar; Q2 = April-June; Q3 = July-Sept; Q4 = Oct- Dec

CORPORATE PLAN MILESTONE DELIVERY

ONRSR's achievements in delivering this goal are guided by its key milestones in the ONRSR Corporate Plan 2015-18. Summary performance is outlined as follows:

SUPPORTING ACHIEVEMENTS

The following provides more detail on Corporate Plan Goal 5 supporting activities.



Targeted safety improvement initiatives delivered

ONRSR continued its focus on road rail vehicle safety management as a priority for this program. During the year, ONRSR liaised with operators to ensure they were aware of forthcoming enforcement activities targeting RRV safety risks and provided further guidance prior to it conducting 21 compliance inspections across South Australia, NSW and Victoria. Once this work has been finalised, ONRSR will evaluate the strategy's effectiveness and any issues identified will be a focus for its enforcement activities in 2015–16.

ONRSR also engaged with industry in relation to tailored projects in the areas of fatigue risk management and human factors integration. Seventeen operators engaged individually with ONRSR in tailored workshops that raised their awareness of knowledge and ONRSR's expectations in these areas.

Development of Safety Management System (SMS) tool methodology

The SMS tool is designed to provide a rigorous methodology to test compliance against Rail Safety National Law (RSNL) regulatory requirements for consistent application by ONRSR's Rail Safety Officers. The tool informs ONRSR's regulatory enforcement activities.

In 2014, a pilot SMS tool was developed, trialled and evaluated within ONRSR, with improvements identified. ONRSR will finalise a paper-based tool in 2015.

Guidance for industry

An update of SFAIRP (So Far as is Reasonably Practicable) guidance completed in 2014 clarified issues in relation to the use of quantitative risk analysis and the relationship between SFAIRP and the As Low As Reasonably Practicable (ALARP) principle.

Other guidance issued by ONRSR covered:

- major project accreditation which identifies the legislative requirements and regulator's expectations for operators applying for accreditation for their major rail projects, including promoting the need for early engagement with ONRSR
- asset management which focuses on lifecycle asset management.

CORPORATE PLAN GOAL 6: DEVELOP AND ENABLE OUR PEOPLE TO OPTIMISE INTERNAL CAPABILITY AND ORGANISATIONAL EFFECTIVENESS

MILESTONES

What	When*	Result '14-'15
Maintain proactive monitoring of health, safety and welfare, and the effectiveness of the ONRSR work place health and safety program inline with the Chief Executive's 'commitment to safety' statement	<ul style="list-style-type: none"> Quarterly report to Executive via WHS committee and other employee consultation vehicles 	<ul style="list-style-type: none"> Achieved
Review current cost recovery arrangements and propose future methodology for the consideration of the Ministerial Council	<ul style="list-style-type: none"> 2016 	<ul style="list-style-type: none"> Underway
Maintain a financial system that will provide accurate data to report on the activities of the ONRSR and that enables analysis of individual jurisdictional data	<ul style="list-style-type: none"> Monthly financial reports to the Board and the Executive team 	<ul style="list-style-type: none"> Achieved
Active management of the ONRSR risk register by the Executive team on a monthly basis with the register presented at every Audit and Risk Committee meeting for review	<ul style="list-style-type: none"> Bi-annual report to the Board from the Audit and Risk Committee 	<ul style="list-style-type: none"> Achieved
Identification of training and development needs across the ONRSR's workforce. Training programs and activities to be undertaken will include:		
Development of a competency-based training program for all Rail Safety Officers	<ul style="list-style-type: none"> Q4 2014 	<ul style="list-style-type: none"> Completed
Enhancement of the ONRSR training and development program to meet multijurisdictional requirements	<ul style="list-style-type: none"> Q2 2015 	<ul style="list-style-type: none"> Ongoing

*Q1 = Jan-Mar; Q2 = April-June; Q3 = July-Sept; Q4 = Oct- Dec

Key performance indicators

- Average sick leave per employee
- Lost time due to injury

(left) ONRSR Rail Safety Officers on an inspection at Ceduna, South Australia

CONTEXT

Recognising that our people are our most important asset, we aim to ensure our workforce has a clear understanding of the role and goals of ONRSR and provide ongoing employee training on ONRSR systems and processes. The induction program is an important focus as more states transition to ONRSR and staff retention and satisfaction is actively monitored. We are implementing a competency-based learning and development package to ensure that staff are equipped to provide high quality services and maintain professional capability.

System development has been a top priority, with significant work done to roll out Objective to integrate record management across states and to continue the build of RegIS, ONRSR's regulatory and occurrence database tool.

ONRSR recognises the importance of providing and maintaining a safe workplace. A range of governance structures ensure that any work, health and safety concerns of staff are addressed.

CORPORATE PLAN MILESTONE DELIVERY

ONRSR's achievements in delivering this goal are guided by its key milestones in the ONRSR Corporate Plan 2015-18. Summary performance is outlined here.



SUPPORTING ACHIEVEMENTS

The following provides more detail on Corporate Plan Goal 6 supporting activities.

Work, health and safety

The safety of staff, contractors, visitors and industry is an ongoing priority of ONRSR.

ONRSR's work health and safety (WHS) policy provides guidance for staff on compliance with work health and safety legislation acknowledging that each participating state operates under its state-based work health and safety legislation.

During the year, the committee met quarterly and formalised reporting to the Executive via a standing agenda item on the Executive meeting schedule. In a further strengthening of governance, the Chief Executive now chairs the WHS Committee.

A full review of the WHS risk processes within ONRSR commenced in June 2015 to ensure that ONRSR processes are thorough and robust and to facilitate the full integration of NSW and Western Australia staff as ONRSR employees upon their transition.

There were no work related injuries suffered by any ONRSR employees during 2014-15.

Corporate system development

The IM&T Steering Committee has:

Finalised a new 3 year strategic plan for Information Management and Technology.

Overseen delivery of outcomes sought in the first year of the current 3 year plan including:

- implementation of a new electronic document and records management system
- commencing IM&T activities required for transition of Western Australia
- strengthening ONRSR's in-house IM&T capabilities.
- enhanced the RegIS (Regulatory Information System) occurrence module to provide accurate safety information for analysis.

Enterprise risk management

During 2014-15, ONRSR undertook a comprehensive review of its enterprise risk management as part of its continuing commitment to integrating risk-based decision making into all aspects of its governance. The review has enabled ONRSR to further strengthen its risk management system.

For details on ONRSR's risk management, see page 14.

Cost recovery of regulatory services

The existing cost recovery provisions for the National Rail Safety Regulator were agreed to in 2012 by the Ministerial Council, who also agreed that the provisions were to be reviewed after three years in operation.

In September 2014, ONRSR held workshops in Sydney and Adelaide for stakeholders to ensure their views were considered in the review. A reference group was established comprising industry and government representatives to provide ongoing input to the review.

The outputs from the workshops were used to inform a discussion paper which was released to all stakeholders for comment in March 2015. The reference group has since worked with ONRSR to analyse the discussion paper feedback and identify options for financial modelling to take place later in 2015.

Internal staff engagement and support

ONRSR is committed to fully engaging all staff as a collegiate team and developing a nationally consistent culture.

In late 2014, a staff survey on internal communication effectiveness was conducted which confirmed staff support for regular briefings from management and the ONRSR weekly internal e-newsletter ONRSR Express. Suggested improvements to the newsletter have been made and work is underway to enhance ONRSR's website and intranet content and functionality.

Performance management

ONRSR's performance review cycle ensures performance and staff satisfaction is monitored and learning and development needs are identified. It includes formal reviews every six months plus regular feedback. The 2014-15 annual process has been completed and every employee has an agreed plan, including for learning and development for 2015-16.

Learning and development

ONRSR's learning and development framework aims to provide consistency and rigour of ONRSR processes and build a knowledge-driven shared culture based on ONRSR values.

During the year, ONRSR finalised a national Rail Safety Officer capability framework which identifies core competencies for ONRSR RSOs and enables the preparation of individual training plans to fill any competency gaps. Training plans were prepared for each staff member in Central Branch and training has commenced. Similar work with the remaining ONRSR branches will occur in 2015-16.

Also completed during the year was a national induction e-learning module and other e-learning modules for RSOs.

Work has commenced on an organisation-wide learning and development framework extending to other staff skills development and to corporate knowledge management more broadly.

PART B: JURISDICTIONAL PERFORMANCE

THE FOLLOWING OUTLINES PARTICIPATING ONRSR STATE-SPECIFIC ACTIVITIES AND OUTCOMES FOR 2014-15. PARTICIPATING STATES WORK UNDER A NATIONAL REGULATORY WORK PROGRAM. FOR MORE INFORMATION ON THE NATIONAL WORK PLAN, SEE PAGE 26.

Steam engine,
Strahan, Tasmania

SA

RAIL INDUSTRY CONTEXT

As at 30 June 2015 there were 43 operators accredited by the National Rail Safety Regulator under Rail Safety National Law for operations in South Australia.

There are three primary rail networks in South Australia:

- the Adelaide Metropolitan Passenger Rail Network (AMPRN) centred in Adelaide comprising approximately 125 route kilometres of track primarily for passenger trains and also servicing a limited number of broad gauge freight services. There is also a tram network within Adelaide comprising approximately 15 route kilometres.
- the Defined Interstate Rail Network (DIRN) managed by the Australian Rail Track Corporation (ARTC) comprising approximately 1990 kilometres of track in South Australia. The DIRN covers the main interstate rail lines linking Melbourne and Sydney to Adelaide as well as Adelaide to Western Australia.
- the Genesee & Wyoming (G&W) network that covers the main line to Darwin (linking with the ARTC network at Tarcoola as well as the residual networks throughout regional South Australia.) The extent of the G&W network is approximately 1870 kilometres.

SIGNIFICANT REGULATORY ACTIVITIES

In addition to routine auditing and compliance monitoring activities, areas of focus for the Central Branch Office of ONRSR in South Australia during the period included:

- undertaking a planned program of rail network patrols during the year to visit key railway locations including remote locations such as Cook. The patrols have provided on the ground knowledge of railway operations to further inform ONRSR's oversight of safety management in South Australia. Some patrols included an ONRSR-contracted drug and alcohol tester to enable random testing of rail safety workers which included 186 drug and 190 alcohol tests. There were no positive test results.
- the assessment of variations to accreditation required in relation to the Australian Rail Track Corporation's Advanced Train Management System (ATMS) which is to be deployed on the Whyalla to Port Augusta railway during 2015-16. During the year, a variation to accreditation has been granted to enable on track trials and testing of ATMS to occur.
- conducting the first Branch Operations Forum in Adelaide in October 2014 which was open to all accredited rail transport operators operating within South Australia, Northern Territory and Tasmania. The forum, attended by over 40 industry representatives, focused on the development of emergency management plans with several operators sharing their experience in managing and planning for emergencies. Guests from South Australian emergency services were invited and outlined their role during the response to an emergency. This was followed by an emergency scenario walkthrough, led by the South Australian Police.

INCIDENT RESPONSE

The Central Branch Office of ONRSR continues to respond to significant safety incidents in South Australia. During the reporting period these included:

- the derailment of a loaded iron ore train on the Whyalla-Iron Duke railway on 7 July 2014. Central Branch's inspection identified the cause of the derailment as being a result of various infrastructure issues and is satisfied that the operator is addressing these through its track welding program and changes to its inspection and maintenance of rail joints.
- the derailment of a loaded freight train on the Kevin-Thevenard railway at Ceduna on the west coast on 23 October 2014. Central Branch's onsite examination identified that track condition was the likely contributor and is satisfied that the operator's major infrastructure upgrade of this rail line will address similar track deterioration and condition issues. The Australian Transport Safety Bureau is also currently conducting an investigation into this incident.
- the collision between two freight trains on the defined interstate railway network at Mile End on 31 March 2015. A freight train, passing a proceed at low speed but be prepared to stop signal, collided with the rear of an intermodal freight train that was already stopped at Mile End, resulting in damage and the derailment of the stopped train. Central Branch's inspections identified specific conditions on the day associated with train configuration and available sight distance as principal contributing issues to this collision. ONRSR did not require any specific action given its satisfaction with the operator's response to this incident and will monitor for any issues associated with such signalling during 2015-16. The Australian Transport Safety Bureau is also currently conducting an investigation into this incident.

John Holland Ballast train,
Murrobo, New South Wales



NSW

RAIL INDUSTRY CONTEXT

As at 30 June 2015 there were 81 operators accredited by the National Rail Safety Regulator under Rail Safety National Law for operations in NSW.

Sydney's urban passenger network comprises heavy and light rail. Heavy rail carries the majority of passengers, with an estimated 290 million passenger journeys over 1,820 track kilometres. Light rail operates an estimated 4 million passenger journeys over approximately 24 track kilometres, following a significant extension to the light rail network in Sydney's inner west. In regional NSW, NSW TrainLink is the major passenger railway carrying an estimated 16 million passengers on a number of networks managed by other operators.

Major networks operating in NSW include:

- the Metropolitan Rail Area (MRA) which is centred in Sydney under the management and control of Sydney Trains. It is used mainly by Sydney Trains for urban passenger services and NSW TrainLink for intercity and country services, but also carries intra and interstate freight trains.
- the approximately 4,693 kilometres of track managed by the ARTC under long term lease from the NSW Government. This includes the DIRN, the inland route between Parkes and Werris Creek, and the Hunter network, the latter comprising 1,100 track kilometres. It is used primarily for transporting coal to Newcastle ports. It also carries bulk intermodal freight as well as commuter and long distance NSW TrainLink passenger services.

- the NSW Country Regional Network. It is owned by the NSW Government and managed by John Holland Rail. The network, comprising 2,500 kilometres of track, is used primarily for bulk commodities such as grain but carries other freight and long distance passenger services.

Dedicated metropolitan freight lines are relatively small in terms of their collective track length but serve a critical role in the effective management of the freight and passenger tasks in metropolitan areas. Sydney's dedicated freight lines are managed by ARTC and consist of:

- the Southern Sydney Freight Line (SSFL) which is a 36 kilometre dedicated freight line that links the DIRN at Macarthur and the Metropolitan Freight Network
- the Metropolitan Freight Network which connects with the SSFL and provides dedicated access for freight trains to the Main Northern Line near Strathfield, the Illawarra Line near Tempe, as well as to major terminals including Port Botany which handles the majority of NSW's import/export containerised freight.

Coal train, Hunter Valley,
New South Wales



SIGNIFICANT REGULATORY ACTIVITIES

Significant focus for the NSW Branch during 2014–15 has been working with major rail project proponents on their accreditation requirements. This included the following:

- a Public Private Partnership contract was awarded by the NSW Government to the ALTRAC consortium to design, construct and operate the Sydney CBD and South East Light Rail network. The scope includes taking over the existing light rail operations in Sydney from the current operator. ONRSR is currently liaising with ALTRAC on its accreditation requirements as the rail infrastructure manager for its construction and operational activity on the light rail network. ALTRAC will also be applying to vary its accreditation to achieve the permission required to carry out the full scope of its intended activity as the rail transport operator.
- Sydney Metro is Australia's largest public transport infrastructure project with Sydney Metro Northwest (formerly North West Rail Link) being the first stage extending from Rouse Hill to Chatswood. Metro City and Southwest is the second stage from Chatswood to Bankstown involving further tunneling, including under Sydney Harbour. Sydney Metro Northwest comprising eight new stations will be the first fully-automated metro rail system in Australia and will include twin 15 kilometre tunnels from Bella Vista to Epping which will be Australia's longest rail tunnels. It is scheduled to open in the first half of 2019.
- A contract has been awarded to Metro Trains Sydney (MTS) for the construction and operation of Sydney Metro Northwest. MTS is currently developing its safety management system and supporting documentation to address the special conditions on its accreditation. This is required before MTS can commence construction of the train maintenance depot and Cudgegong Road Station.

- monitoring and inspection activities for the South West Rail Link in Sydney and its associated stabling facilities to ensure that the commissioning undertaken by Transport for NSW for operational handover to Sydney Trains met agreed safety requirements.

Monitoring activities were also undertaken on a number of service providers to rail operators in NSW, including maintenance contractors and training providers, to ensure they met operator safety system requirements. Issues identified are currently being assessed by the respective organisations and further inspection monitoring will occur to ensure that appropriate actions are undertaken.

During the year, NSW Branch hosted 3 ONRSR operator forums, in July and November 2014 and March 2015. Topics included issues in the development of an industry safety risk model and associated data collection, emergency management, various safety improvement initiatives such as for road rail vehicle safety risks and legislative changes.

INCIDENT RESPONSE

The NSW Branch of ONRSR continued to respond to rail safety incidents and emergency events to ensure public safety, determine whether rail safety legislative breaches have occurred and work to rectify and/or improve rail safety management issues. Such responses can include operational and compliance investigations. An operational investigation refers to the initial investigation of a notifiable occurrence (which informs ONRSR if there is any immediate safety issues that need to be addressed) and /or ONRSR's decision to undertake a compliance investigation which looks at compliance with the Rail Safety National Law.

During the year, a number of incidents in NSW resulted in an operational investigation response:

- on 25 October 2014, a rail mounted excavator collided with a stationary hi rail utility at Boomley, northwest of Sydney. No one was injured however the excavator vehicle sustained significant damage. NSW Branch's review of the worksite protection plan indicated that the risk of collision had not been identified and therefore controls were not put in place to prevent the incident. The operator was advised of the findings and has taken appropriate actions.
- on 11 September 2014, an empty 6 car diesel passenger train derailed after departing from Sydney Central station. NSW Branch identified that the cause of the derailment was due to the poor condition of a track used for 'parking' carriages. The rail infrastructure maintainer undertook remedial work that included replacing the wooden sleepers with concrete and carried out re-ballasting works. The operator has also reviewed its maintenance program.
- on 20 November 2014 a contracted hi rail truck derailed whilst undertaking a propelling movement within a worksite. The investigation identified the hi rail did not have any mechanical locking mechanism and the operator did not check to ensure the hi rail wheels were fully extended before use. In addition, risk assessments within the interface agreements between the different organisations at the worksite were inadequate to identify controls and in particular identify which one organisation had the responsibility to implement those controls. Controls have since been reassessed by the operators with clear ownership of responsibilities identified.

- on 20 May 2015 a rail safety worker was injured after falling from an elevated platform while repairing infrastructure. The investigation identified that the rail infrastructure maintainer did not have documented procedures for the work performed and that risk controls were inconsistent for that type of work. The rail transport operator was issued with an improvement notice and is currently taking appropriate actions.

A number of compliance investigations were also undertaken in NSW:

- in August 2014 at Boomley, two track maintenance vehicles travelling in convoy collided within the limits of a worksite. Subsequent inquiries indicate that the person operating the second track vehicle did not have the required training and competency to do so. The investigation is focusing on how the rail transport operator concerned satisfied itself that the person operating the second vehicle was competent to do so.
- in October 2014, a rail transport operator advised it had detected a number of instances where a safety device on some of its trains had been damaged resulting in it becoming disabled. The rail transport operator also identified a crew member who had been on each of the affected trains shortly before the fault was detected. The investigation identified that the crew member did not follow the operator's instructions in dealing with what he thought was a fault. However there was no evidence to suggest the crew member was deliberately disabling the safety feature.
- in February 2015 at Kankool, an empty coal train derailed resulting in extensive damage to 19 wagons and over 2,000 metres of track. The investigation is continuing and is looking at train management as well as the condition and maintenance of the rolling stock and track.

ACT



Canberra Railway Station
with freight train in background,
Australian Capital Territory

RAIL INDUSTRY CONTEXT

As at 30 June 2015 there were 7 operators accredited by the National Rail Safety Regulator under Rail Safety National Law for operations in the Australian Capital Territory (ACT).

ACT network comprises the Canberra to Queanbeyan railway line linking with the Country Regional Network managed by John Holland Rail. NSW Trainlink operates passenger rail services from NSW into the ACT. Canberra is also the home of the ACT Division of the Australian Railway Historical Society, which operates tourist and heritage passenger service and a freight rail service.

The ACT Government is currently undertaking a tendering process for the construction and operation of a light rail service between Gungahlin and Civic, Canberra.

SIGNIFICANT REGULATORY ACTIVITIES

Oversight of rail safety in the ACT by the Office of the National Rail Safety Regulator began in November 2014 with the enactment of the Rail Safety National Law (ACT) Act 2014.

ONRSR has been actively engaged with the Capital Metro Agency within the ACT in relation to the proposed Canberra light rail project. Stage 1 of the Capital Metro is intended to connect the City to the fast-growing area of Gungahlin via a 12km route following Northbourne Avenue, the Federal Highway and Flemington Road.

Recently, ONRSR has commenced engagement with the two proponents shortlisted for the tendering phase to provide guidance on rail safety regulatory matters.

INCIDENT RESPONSE

No significant rail safety incidents were recorded in the ACT for 2014–15.

VIC

RAIL INDUSTRY CONTEXT

As at 30 June 2015 there were 37 operators accredited by the National Rail Safety Regulator under Rail Safety National Law for operations in Victoria.

The ONRSR regulated rail industry in Victoria comprises the following primary networks:

- commercial passenger rail operator Metro Trains Melbourne (MTM) operating over 830 kilometres of track with 222.5 million passenger trips in 2014.
- commercial regional rail operator V/Line has a network consisting of 5 short haul and 8 long haul lines totalling 1,747 kilometres with 13.1 million passenger trips in 2014.
- the ARTC freight network, predominantly two standard gauge lines (with some branch lines) consisting of approximately 1,332 kilometres of track.
- various tourist & heritage rail operators.

SIGNIFICANT REGULATORY ACTIVITIES

During 2014-15, the Victoria Branch focused on the core functions of accreditation and compliance as well as providing early input into significant state rail projects and final assessments including the Regional Rail Link and Melbourne Metro Rail projects as outlined below:

- the Regional Rail Link Project comprises dedicated regional tracks from West Werribee Junction to Deer Park, then along the existing rail corridor from Sunshine to Southern Cross Station. Regulatory interface with this project commenced in 2011 and regulatory expectations on high priority risks and governance issues were outlined. The accreditation obligations fell to ARTC, MTM and V-Line with V-Line establishing the risk management process for the project. Under rail safety legislation, the Regional Rail Link Authority was exempt from accreditation.

Throughout the project the regulator has endeavoured to ensure that all risks to safety have been appropriately controlled, management of change and engineering change processes have been followed and the appropriate justifications have been documented.

- the development of the Melbourne Metro Rail Project currently involves two nine-kilometre rail tunnels from South Kensington to South Yarra, new underground stations at Arden, Parkville, CBD North, CBD South and Domain and train/tram interchanges at Parkville and Domain. It is intended to allow for 20,000 more passengers to use the metropolitan rail network in the peak hour. ONRSR understands that early works are currently scheduled for 2017 with major construction commencing in 2018. On invitation, ONRSR is participating in discussions with project staff around the application of its major projects guideline and the project's accreditation strategy.

INCIDENT RESPONSE

During the year, a number of incidents in Victoria required the Victorian Branch's response. Those significant included:

- a NSW Trains XPT passenger train derailment at North Melbourne on 11 July 2014. The initial focus of the operational investigation was to address the 'critical safety' concern with regards to the section of newly laid track (cross overs) and size (width) of rolling stock wheels. The investigation has identified a number of systemic issues that are being worked through with the appropriate parties.
- a V-Line passenger train collision into the back of a stationary MTM passenger train on MTM's suburban network at Altona on 22 August 2014. A number of preliminary measures have been put in place to address identified safety concerns and changes required to the rule book to prevent a re-occurrence are continuing.

In October 2014, ONRSR identified an organisation had imported and placed new container wagons on a siding in Sunshine, Victoria. A compliance investigation led by the Victorian Branch of ONRSR is examining allegations that the testing and commissioning of the wagons was being undertaken by an organisation that did not hold accreditation under Rail Safety National Law.

TAS

RAIL INDUSTRY CONTEXT

As at 30 June 2015 there were 15 operators accredited by the National Rail Safety Regulator under Rail Safety National Law for operations in Tasmania. Eleven of these operators are accredited solely for operations within Tasmania.

The primary rail network is the freight network operated by TasRail which runs approximately 130 services a week over approximately 610 kilometres of operational track.

Tasmania also has a diversity of tourist and heritage operators ranging in technical complexity as well as passenger numbers.

SIGNIFICANT REGULATORY ACTIVITIES

In addition to routine auditing and inspection activities, which saw 25 routine audits, inspections or site visits undertaken across all operators, areas of focus for the Tasmanian Regional Office of ONRSR during the period have been:

- monitoring preparations by the West Coast Wilderness Railway for the resumption of passenger services between Strahan and Dubbil Barril
- evaluating changes in operators' Safety Management Systems formally notified by operators under the Rail Safety National Law National Regulations on seven occasions
- monitoring TasRail's implementation of the enhancements to its train control system known as the Advanced Network Control System.
- ongoing liaison and advice to tourist & heritage operators on rail safety regulatory issues.
- the derailment of three locomotives and nine wagons near Colebrook on TasRail's South Line on 9 November 2014. On site observations and subsequent enquiries by the Tasmanian regional office indicated that over speed was the likely primary cause of the derailment rather than track or rolling stock condition. This was confirmed by the operator's investigation. Further enquiries regarding the operator's driver training and competency assessment process and train handling by a range of drivers has led to ONRSR's assessment that the derailment was isolated to this incident and that there were no systemic issues requiring further action. An Australian Transport Safety Bureau investigation into this incident is ongoing.
- the derailment of a locomotive hauling an empty passenger carriage near Teepookana on the West Coast Wilderness Railway on 9 December 2014, which occurred just prior to the resumption of railway operations between Strahan and Dubbil Barril. ONRSR had been monitoring track condition matters prior to the resumption of these passenger services. The regional office attendance and enquiries identified locomotive specific issues to be the likely cause of this derailment and that no action was needed to be taken in relation to the resumption of passenger rail services. Improvements to the inspection and maintenance regime for the locomotive have been implemented. The Australian Transport Safety Bureau has released its investigation report into this occurrence.

INCIDENT RESPONSE

The Tasmanian regional office of ONRSR continues to respond to significant safety incidents. During the reporting period these included:

- a collision between a car and train at a level crossing near Heybridge on TasRail's Western Line on 6 September 2014. The Tasmanian regional office noted that the operator's investigation identified contributing factors as being compromised sight distance at the crossing and road user observance to traffic signs. In response, ONRSR sought confirmation from the operator that other passive (sign only) level crossing sites were checked for compromised sight distance.
- the derailment of ten wagons near Kimberley on TasRail's Western Line on 25 January 2015. While the regional office did not attend the incident scene, enquiries were undertaken in response to the operator's investigation report specifically in regard to track defect management practices. This resulted in further review and implementation of improved track inspection and maintenance response processes by the operator.

The Ghan, Alice Springs,
Northern Territory



RAIL INDUSTRY CONTEXT

As at 30 June 2015 there were 11 operators accredited by the National Rail Safety Regulator under Rail Safety National Law for operations in the Northern Territory. In July 2014, the Ghan Preservation Society surrendered its accreditation for railway operations at its premises in Alice Springs.

The primary rail network is the freight network operated by Genesee & Wyoming joining Darwin to the ARTC network in South Australia consisting of approximately 1737 kilometres. The iconic Ghan passenger train service of Great Southern Rail also operates on this network.

SIGNIFICANT REGULATORY ACTIVITIES

Routine auditing and inspection activities occurred, which have involved the Northern Territory regional ONRSR office engaging with Genesee Wyoming Australia and Great Southern Rail at a local level to monitor the safety of operations within the Northern Territory.

The regional office, with support from Rail Safety Officers from Adelaide, undertook network patrol activities in October 2014 and April 2015 that involved travelling between Darwin and Alice Springs to visit key railway sites and engage with a range of rail safety workers and operations. These patrols are important in maintaining an overview of safety issues and for strengthening the wider ONRSR knowledge of railway activities within the Northern Territory.

INCIDENT RESPONSE

There was only one incident during the year requiring the Northern Territory local office's response. This involved a collision between a vehicle and a train at Katherine on 12 October 2014 which resulted in a road vehicle becoming stuck on railway tracks outside a designated level crossing. The collision resulted in the vehicle becoming trapped under the train's locomotive and dragged across the Katherine River Bridge. Whilst no systemic issues were identified in ONRSR's inspection, the incident triggered ONRSR to liaise with Northern Territory Police to authorise potential prosecution under the RSNL.

(left) Freight train with stack
containers in outback

FINANCIAL SUMMARY

ONRSR's detailed audited financial statements are on page 51 of this annual report.

The ONRSR showed a net surplus of \$0.904 million for the financial year ending 30 June 2015. It was noted in the 2012–13 financial summary a receipt of \$3.849 million from the Commonwealth Government for the transition of branch offices in Victoria, Queensland and Western Australia was treated as income, that these transition expenses would be incurred in the following years. In the equity section of the statement of financial position, there remains \$0.979 million in the reserve held to cover the expenses of transition of Western Australia and Queensland.

The major income items were fees and charges (\$30.695 million). This item increased by \$6.447 million on 2013–14 due to industry fees and government contributions from Victoria. Victoria only became a participating jurisdiction towards the end of 2013–14 and this year's financial results show the full impact of this change for the first time.

There were two major expenditure items. The first was Service Level Agreement payments for both ONRSR's NSW Branch and VIC Branch (\$19.626 million). This was paid to the Independent Transport Safety Regulator and Transport Safety Victoria respectively. The second major item was employee benefit expenses (\$6.677 million).

As referred to in the Statement of Financial Position, the cash and cash equivalents balance (\$8.300 million) includes the balance of monies held for transition costs (\$0.979 million) which will not be used for general ONRSR operations. The increase in cash and cash equivalents on 2013–14 is due to WA office set up expenses, quarterly VIC Service Level Agreement expense and various vendor expenses accrued but not yet paid as at 30 June 2015.

ONRSR FINANCIAL STATEMENTS



YEAR ENDING
30 JUNE 2015



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To the Chief Executive
The Office of the National Rail Safety Regulator

As required by section 31(1)(b) of the *Public Finance and Audit Act 1987* and section 263 of the *Rail Safety National Law (South Australia) Act 2012*, I have audited the accompanying financial report of the Office of the National Rail Safety Regulator for the financial year ended 30 June 2015. The financial report comprises:

- a Statement of Comprehensive Income for the year ended 30 June 2015
- a Statement of Financial Position as at 30 June 2015
- a Statement of Changes in Equity for the year ended 30 June 2015
- a Statement of Cash Flows for the year ended 30 June 2015
- notes, comprising a summary of significant accounting policies and other explanatory information
- a Certificate from the Chief Executive and the Executive Director, Corporate.

Chief Executive's Responsibility for the Financial Report

The Chief Executive is responsible for the preparation of the financial report that gives a true and fair view in accordance with the provisions of the *Public Finance and Audit Act 1987* and the *Rail Safety National Law (South Australia) Act 2012* and Australian Accounting Standards, and for such internal control as the Chief Executive determines is necessary to enable the preparation of the financial report that is free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

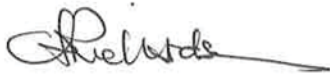
My responsibility is to express an opinion on the financial report based on the audit. The audit was conducted in accordance with the requirements of the *Public Finance and Audit Act 1987* and Australian Auditing Standards. The auditing standards require that the auditor comply with relevant ethical requirements and that the auditor plan and perform the audit to obtain reasonable assurance about whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation of the financial report that gives a true and fair view in order to design audit procedures that are appropriate in the circumstances. An audit also includes evaluating the appropriateness of the accounting policies used and the reasonableness of accounting estimates made by the Chief Executive, as well as the overall presentation of the financial report.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

Opinion

In my opinion, the financial report gives a true and fair view of the financial position of the Office of the National Rail Safety Regulator as at 30 June 2015, its financial performance and its cash flows for the year then ended in accordance with the provisions of the *Public Finance and Audit Act 1987* and *Rail Safety National Law (South Australia) Act 2012* and Australian Accounting Standards.

A handwritten signature in black ink, appearing to read 'A Richardson', with a long horizontal flourish extending to the right.

Andrew Richardson
Auditor-General
15 September 2015

The Office of the National Rail Safety Regulator

Certification of the Financial Statements

We certify that the attached general purpose financial statements for the Office of the National Rail Safety Regulator:

- complies with Section 263 of the Rail Safety National Law (South Australia) Act 2012 and Regulation 48 of *RSNL National Regulations*, and relevant Australian accounting standards;
- are in accordance with the accounts and records of the Office of the National Rail Safety Regulator; and
- presents a true and fair view of the financial position of the Office of the National Rail Safety Regulator as at 30 June 2015 and the results of its operation and cash flows for the financial year.

We certify the internal controls employed by the Office of the National Rail Safety Regulator for the financial year over its financial reporting and the preparation of the general purpose financial Statements have been effective throughout the reporting period.


Chief Executive

10 / 9 / 2015


Executive Director - Corporate

10 / 9 / 2015

The Office of the National Rail Safety Regulator

Statement of Comprehensive Income

For the year ended 30 June 2015

		2015	2014
	Note	\$'000	\$'000
Expenses:			
Employee benefits expenses	4	6,677	6,018
Supplies and services	5	3,315	3,609
Service level agreement	6	19,626	13,431
Depreciation and amortisation	7	364	358
Net loss from the disposal of non-current and other assets	8	146	-
Transition expenses	9	-	851
Other expenses	10	19	12
Total expenses		30,147	24,279
Income:			
Revenues from fees and charges	11	30,695	24,248
Commonwealth revenues	12	-	91
Interest revenues	13	352	143
Funding for transition expenses	14	-	131
Other income	15	4	-
Total income		31,051	24,613
Net result		904	334
Total comprehensive result		904	334

The above statements should be read in conjunction with the accompanying notes.

The Office of the National Rail Safety Regulator

Statement of Financial Position

As at 30 June 2015

	Note	2015 \$'000	2014 \$'000
Current assets:			
Cash and cash equivalents	16	8,300	5,789
Receivables	17	2,358	2,527
Total current assets		10,658	8,316
Non-Current assets			
Property, plant and equipment	18	891	384
Intangible assets	19	1,706	828
Total Non-Current assets		2,597	1,212
Total assets		13,255	9,528
Current liabilities:			
Payables	20	2,467	615
Employee benefits	21	912	847
Other liabilities	22	1,382	580
Total current liabilities		4,761	2,042
Non-Current liabilities:			
Employee benefits	21	171	67
Total Non-Current liabilities		171	67
Total liabilities		4,932	2,109
Net assets		8,323	7,419
Equity:			
Retained earnings		7,344	4,539
Reserve for transition expenses		979	2,880
Total equity	24	8,323	7,419
Unrecognised contractual commitments	25		
Contingent assets and liabilities	26		

The above statements should be read in conjunction with the accompanying notes.

The Office of the National Rail Safety Regulator

Statement of Changes in Equity

For the year ended 30 June 2015

		Reserve for Transition expenses	Retained earnings	Total
	Note	\$'000	\$'000	\$'000
Balance at 30 June 2013		3,849	3,236	7,085
Net result for 2013-14		-	334	334
Total comprehensive result for 2013-14		-	334	334
Transfer between equity components		(969)	969	-
Balance at 30 June 2014		2,880	4,539	7,419
Net result for 2014-15		-	904	904
Total comprehensive result for 2014-15		-	904	904
Transfer between equity components		(1,901)	1,901	-
Balance at 30 June 2015	24	979	7,344	8,323

The above statements should be read in conjunction with the accompanying notes.

The Office of the National Rail Safety Regulator

Statement of Cash Flows

For the year ended 30 June 2015

		2015 Inflows (Outflows) \$'000	2014 Inflows (Outflows) \$'000
Cash flows from operating activities	Note		
Cash outflows			
Employee benefit payments		(6,630)	(5,573)
Payments for supplies and services		(3,718)	(4,279)
Payments of service level agreement		(18,161)	(13,431)
Payments for paid parental leave scheme		(9)	-
Other Payments		0	-
Transition expenses		-	(856)
Cash used in operations		(28,518)	(24,139)
Cash inflows			
Fees and charges		31,180	23,847
Interest received		349	144
Funding for transition expenses		-	131
GST recovered from the ATO		932	-
Receipts for paid parental leave scheme		11	-
Other receipts		4	-
Cash generated from operations		32,476	24,122
Net cash provided by (used in) operating activities	28	3,958	(17)
Cash flows from investing activities			
Cash outflows			
Purchase of property, plant and equipment		(197)	-
Purchases of intangibles		(1,250)	-
Cash generated from investing activities		(1,447)	-
Cash used in investing activities		(1,447)	-
 Net increase (decrease) in cash and cash equivalents		 2,511	 (17)
 Cash and cash equivalents at 1 July 2014		 5,789	 5,806
Cash and cash equivalents at 30 June 2015	16	8,300	5,789

The Office of the National Rail Safety Regulator

Notes to and forming part of the financial statements

1. Objective of the Office of the National Rail Safety Regulator

The Office of the National Rail Safety Regulator is established under the *Rail Safety National Law (South Australia) Act 2012* (the Law).

The Office of the National Rail Safety Regulator has the principal objective of facilitating the safe operation of rail transport across Australia. This is achieved through regulation of the rail industry in accordance with the Law, supporting regulations, guidelines and policies and the promotion of safety as a fundamental objective in the delivery of rail transport services.

2. Summary of significant accounting policies

(a) Statement of compliance

These financial statements have prepared in compliance with section 263 of the Rail Safety National Law (*South Australia) Act 2012* and Regulation 48 of Rail Safety National Law National Regulations.

The financial statements are general purpose financial statements. The accounts have been prepared in accordance with relevant Australian Accounting Standards (AAS).

The Office of the National Rail Safety Regulator has applied AASs that are applicable to ONRSR.

AASs and interpretations that have recently been issued or amended but are not yet effective have not been adopted by the Office of the National Rail Safety Regulator for the reporting period ending 30 June 2015. Refer to Note 3.

(b) Basis of preparation

The preparation of the financial statements requires:

- The use of certain accounting estimates and requires management to use its judgement in the process of applying the Office of the National Rail Safety Regulator's accounting policies. The areas involving a higher degree of judgement or where assumptions and estimates are significant to the financial statements are outlined in the applicable notes.
- Accounting policies are selected and applied in a manner which ensures that the resulting financial information satisfies the concepts of relevance and reliability, thereby ensuring that the substance of the underlying transactions or other events are reported.

The Office of the National Rail Safety Regulator's Statement of Comprehensive Income, Statement of Financial Position and Statement of Changes in Equity have been prepared on an accrual basis and are in accordance with the historical cost convention, except for certain assets that were valued in accordance with the valuation policy applicable.

The Statement of Cash Flows has been prepared on a cash basis.

The financial statements have been prepared based on a 12 month basis and presented in Australian currency.

The accounting policies set out below have been applied in preparing the financial statements for the year ended 30 June 2015 and the comparative information presented.

The Office of the National Rail Safety Regulator

(c) Comparative information

The presentation and classification of items in the financial statements are consistent with prior periods except where specific accounting standards have required a change.

Where presentation or classification of items in the financial statements have been amended, comparative figures have been adjusted to conform to changes in presentation or classification in these financial statements unless impracticable.

The restated comparative amounts do not replace the original financial statements for the preceding period.

(d) Rounding

All amounts in the financial statements and accompanying notes have been rounded to the nearest thousand dollars (\$'000).

(e) Taxation

The Office of the National Rail Safety Regulator is not subject to income tax. The Office of the National Rail Safety Regulator is liable for payroll tax, FBT, GST and Emergency Services Levy.

Income, expenses and assets are recognised net of the amount of GST except:

- when the GST incurred on a purchase of goods or services is not recoverable from the ATO, in which case the GST is recognised as part of the cost of acquisition of the asset or as part of the expense item applicable.
- Receivables and payables, which are stated with the GST included.

The net amount of GST recoverable from, or payable to, the ATO is included as part of receivables or payables in the Statement of Financial Position.

Cash flows are included in the Statement of Cash Flows on a gross basis and the GST component of cash flows arising from investing and financing activities, which is recoverable from, or payable to, the ATO is classified as part of operating cash flows.

Unrecognised contractual commitments and contingencies are disclosed net of the amount of GST recoverable from, or payable to the ATO. If GST is not payable to, or recoverable from, the ATO the commitments and contingencies are disclosed on a gross basis.

(f) Events after the reporting date

Adjustments are made to amounts recognised in the financial statements, where an event occurs after June 30 and before the date the financial statements are authorised for issue, where those events provide information about conditions that existed at 30 June.

Note disclosure is made about events between 30 June and the date the financial statements are authorised for issue where the events relate to a condition which arose after 30 June and which may have a material impact on the results of subsequent years.

(g) Income

Income is recognised to the extent that it is probable that the flow of economic benefits to the Office of the National Rail Safety Regulator will occur and can be reliably measured.

Income has been aggregated according to its nature and has not been offset unless required or permitted by a specific accounting standard, or where offsetting reflects the substance of the transaction or other event.

The Office of the National Rail Safety Regulator

The following are specific recognition criteria:

Fees and charges

Revenues from fees and charges are derived from the provision of services to industry and state governments. This revenue is recognised upon delivery of the service to the clients or by reference to the stage of completion.

Contributions received

Contributions are recognised as an asset and income when the Office of the National Rail Safety Regulator obtains control of the contributions or obtains the right to receive the contributions and the income recognition criteria are met (i.e. the amount can be reliably measured and the flow of resources is probable).

Generally, the Office of the National Rail Safety Regulator has obtained control or the right to receive for:

- Contributions with unconditional stipulations - this will be when the agreement becomes enforceable - i.e. the earlier of when the receiving entity has formally been advised that the contribution (e.g. grant stipulation) has been approved; agreement/contract is executed; and/or the contribution is received.
- Contributions with conditional stipulations - this will be when the enforceable stipulations specified in the agreement occur or are satisfied; that is income would be recognised for contributions received or receivable under the agreement.

All contributions received by the Office of the National Rail Safety Regulator have been contributions with unconditional stipulations attached and have been recognised as an asset and income upon receipt.

Other income

Other income consists of refunds for salary sacrificing

(h) Expenses

Expenses are recognised to the extent that it is probable that the flow of economic benefits from the Office of the National Rail Safety Regulator will occur and can be reliably measured.

Expenses have been aggregated according to their nature and have not been offset unless required or permitted by a specific accounting standard, or where offsetting reflects the substance of the transaction or other event.

The following are specific recognition criteria:

Employee benefits expenses

Employee benefits expenses include all costs related to employment including wages and salaries, non-monetary benefits and leave entitlements. These are recognised when incurred.

Superannuation

The amount charged to the Statement of Comprehensive Income represents the contributions made by the Office of the National Rail Safety Regulator to the externally managed superannuation plans in respect of current Office of the National Rail Safety Regulator staff.

Service Level Agreement

For contributions payable under the Service Level Agreement, the contribution will be recognised as a liability and expense when the Office of the National Rail Safety Regulator has a present obligation to pay the contribution and the expense recognition criteria are met.

The Office of the National Rail Safety Regulator

Depreciation and amortisation

All non-current assets, having a limited useful life, are systematically depreciated/amortised over their useful lives in a manner that reflects the consumption of their service potential. Amortisation is used in relation to intangible assets such as software, while depreciation is applied to tangible assets such as property, plant and equipment.

Assets' residual values, useful lives and amortisation methods are reviewed and adjusted if appropriate.

Changes in the expected useful life or the expected pattern of consumption of future economic benefits embodied in the asset are accounted for prospectively by changing the time period or method, as appropriate, which is a change in accounting estimate.

Depreciation/amortisation is calculated on a straight line basis over the estimated useful life of the following classes of assets as follows:

Class of asset	Useful life(years)
Computer equipment	5 - 10
Intangible assets	3 - 5

Depreciation on Fixtures and fittings is calculated using the diminishing value method.

(i) Current and non - current classification

Assets and liabilities are characterised as either current or non-current in nature. Assets and liabilities that are sold, consumed or realised as part of the normal operating cycle even when they are not expected to be realised within 12 months after the reporting date have been classified as current assets or current liabilities. All other assets and liabilities are classified as non-current.

Where asset and liability line item combine amounts expected to be realised within 12 months and more than 12 months, the Office of the National Rail Safety Regulator has separately disclosed the amounts expected to be recovered or settled after more than 12 months.

(j) Assets

Assets have been classified according to their nature and have not been offset unless required or permitted by a specific accounting standard, or where offsetting reflects the substance of the transaction or other events.

Cash and cash equivalents

Cash and cash equivalents in the Statement of Financial Position include cash at bank and on hand.

For the purposes of the Statement of Cash Flows, cash and cash equivalents consist of cash and cash equivalents as defined above.

Cash is measured at nominal value.

Receivables

Receivables include amounts receivable from GST input tax credits recoverable, prepayments and accruals.

Receivables arise in the normal course of providing services to industry and state governments.

Receivables are generally settled within 30 days after the issue of an invoice.

Collectability of receivables is reviewed on an ongoing basis. An allowance for doubtful debts is raised when there is objective evidence that the Office of the National Rail Safety Regulator will not be able to collect the debt. Bad debts are written off when identified.

The Office of the National Rail Safety Regulator

Non-current assets

Acquisition and recognition

Non-current assets are initially identified at cost or at the value of any liabilities assumed, plus any incidental cost involved with the acquisition. Non-current assets are subsequently measured at fair value less accumulated depreciation.

Where assets are acquired at no value, or minimal value, they are recorded at fair value in the Statement of Financial Position.

All non-current tangible assets with a value equal to or in excess of \$5,000 are capitalised.

Impairment

All non-current tangible and intangible assets are tested for indication of impairment at each reporting date. Where there is an indication of impairment, the recoverable amount is estimated. The recoverable amount is determined as the higher of the asset's fair value less costs of disposal and depreciated replacement cost. An amount by which the asset's carrying amount exceeds the recoverable amount is recorded as an impairment loss.

Intangible assets

An intangible asset is an identifiable non-monetary asset without physical substance. Intangible assets are measured at cost. Following initial recognition, intangible assets are carried at cost less any accumulated amortisation and any accumulated impairment losses.

The useful lives of intangible assets are assessed to be either definite or infinite. The Office of the National Rail Safety Regulator only has intangible assets with definite lives. The amortisation period and the amortisation method for intangible assets is reviewed on an annual basis.

(k) Liabilities

Liabilities have been classified according to their nature and have not been offset unless required or permitted by a specific accounting standard, or where offsetting reflects the substance of the transaction or other event.

Payables

Payables include creditors, accrued expenses, GST payable and employment on-costs and Paid Parental Leave Scheme payable.

Creditors represent the amounts owing for goods and services received prior to the end of the reporting period that are unpaid at the end of the reporting period. Creditors include all unpaid invoices received relating to the normal operations of the Office of the National Rail Safety Regulator.

Accrued expenses represent goods and services provided by other parties during the period that are unpaid at the end of the reporting period and where an invoice has not been received.

The Paid Parental Leave Scheme payable represents amounts which The Office of National Rail Safety Regulator has received from the Commonwealth Government to forward onto eligible employees via The Office of National Rail Safety Regulator standard payroll processes. That is, the The Office of National Rail Safety Regulator is acting as a conduit through which the payment to eligible employees is made on behalf of the Family Assistance Office.

All payables are measured at their nominal amount, are unsecured and are normally settled within 30 days from the invoice or date the invoice is first received.

Employee benefit on-costs include payroll tax, workers compensation and superannuation contributions in respect to outstanding liabilities for salaries and wages, LSL and annual leave.

The Office of the National Rail Safety Regulator

The Office of National Rail Safety Regulator makes contributions to several State Government and Commercial superannuation schemes. These contributions are treated as an expense when they occur. There is no liability for payments to beneficiaries as they have been assumed by the respective superannuation schemes.

The only liability outstanding at balance date are contributions which have not yet been paid to scheme managers.

Leases

The Office of the National Rail Safety Regulator leases office premises. Lease payments are increased annually in accordance with movements in CPI or as per the lease agreement.

Operating lease payments are recognised as an expense in the Statement of Comprehensive Income on a straight-line basis over the lease term. The straight-line basis is representative of the pattern of benefits derived from the leased asset.

Employee benefits

These benefits accrue for employees as a result of services provided up to the reporting date that remain unpaid. Long-term employee benefits are measured at present value and short-term employee benefits are measured at nominal amounts.

• Wages, salaries, annual leave & sick leave

The liability for salary and wages is measured as the amount unpaid at the reporting date at remuneration rates current at reporting date.

The annual leave liability is expected to be payable within 12 months and is measured at the undiscounted amount expected to be paid. In the unusual event where salary and wages and annual leave are payable later than 12 months, the liability will be measured at present value.

No provision has been made for sick leave as all sick leave is non-vesting and the average sick leave taken in future years by employees is estimated to be less than the annual entitlement for sick leave.

• LSL

This amount has been calculated in accordance with AASB119.

The liability for long service leave is based on actuarial assumptions over expected future salary and wage levels, experience of employee departures and periods of service.

Provisions

Provisions are recognised when the Office of the National Rail Safety Regulator has a present obligation as a result of a past event, it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation.

When the Office of the National Rail Safety Regulator expects some or all of a provision to be reimbursed, the reimbursement is recognised as a separate asset but only when the reimbursement is virtually certain. The expense relating to any provision is presented in the Statement of Comprehensive Income net of any reimbursement.

Provisions are measured at the present value of management's best estimate of the expenditure required to settle the present obligation at the reporting date. If the effect of the time value of money is material, provisions are discounted for the time value of money and the risks specific to the liability.

The Office of the National Rail Safety Regulator is responsible for the payment of workers compensation claims.

The Office of the National Rail Safety Regulator

Other current liabilities

This liability represents the difference between the proposed industry revenue received from NSW operators and the NSW contribution to ONRSR head office costs.

(l) Unrecognised contractual commitments and contingent assets and liabilities

Commitments include operating lease commitments arising from contractual or statutory sources and are disclosed at their nominal value.

Contingent assets and contingent liabilities are not recognised in the Statement of Financial Position, but are disclosed by way of a note and, if quantifiable, are measured at nominal value.

3. New and revised accounting standards and policies

The Office of the National Rail Safety Regulator did not voluntarily change any of its accounting policies during 2014-15.

AASs and interpretations that have recently been issued or amended but are not yet effective, have not been adopted by the Office of the National Rail Safety Regulator for the period ending 30 June 2015. The Office of the National Rail Safety Regulator has assessed the impact of the new and amended standards and interpretations and considers there will be no impact on the accounting policies or the financial statements of the Office of the National Rail Safety Regulator.

4. Employee benefits expenses

	2015	2014
	\$'000	\$'000
Salaries and wages	5,189	4,601
Long service leave	104	148
Annual leave	504	540
Employment on-costs - superannuation	537	458
Employment on-costs - other	314	257
Workers compensation	29	14
Total employee benefits expenses	6,677	6,018

Remuneration of employees

	2015	2014
	Number	Number

The number of employees whose remuneration received or receivable falls within the following bands:

\$141,500 to \$151,499	1	1
\$151,500 to \$161,499	1	2
\$161,500 to \$171,499	2	0
\$211,500 to \$221,499	2	0
\$221,500 to \$231,499	0	1
\$231,500 to \$241,499	0	1
\$241,500 to \$251,499	0	0
\$251,500 to \$261,499	3	0
\$291,500 to \$301,499	0	2
\$311,500 to \$321,499	2	0
\$391,500 to \$401,499	0	1
Total number of employees	11	8

The Office of the National Rail Safety Regulator

The table includes all staff who received remuneration equal to or greater than the base executive remuneration level during the year. Remuneration of staff reflects all costs of employment including salaries and wages, payments in lieu of leave, superannuation of leave, superannuation contributions, salary sacrifice benefits, fringe benefits and any FBT paid in respect of those benefits. The total remuneration received by these employees was \$2.472 million (\$1.920 million).

5. Supplies and services	2015	2014
	\$'000	\$'000
Travelling expenses	563	547
Information Technology	1,048	918
Insurance	289	233
Property	636	614
Contractors fees	271	839
Other	508	458
Total supplies and services	3,315	3,609

Consultants

The number and dollar amount of consultancies paid/payable (included in other supplies and services above) that fell within the following bands:

	2015		2014
	\$'000	Number	\$'000
Below \$10,000	32	9	20
Total paid/payable to consultants	32	9	20

Auditors remuneration

	2015	2014
	\$'000	\$'000
Audit fees paid/payable to the Auditor General's Department relating to the audit of financial statements (included in supplies and services above)	43	44
Total Audit fees	43	44

No other services were provided by the Auditor General's Department

6. Service level agreement

	2015	2014
	\$'000	\$'000
Payment under Service Level Agreement with NSW	13,767	13,431
Payment under Service Level Agreement with VIC	5,859	0
Total Service Level Agreement	19,626	13,431

7. Depreciation and amortisation

	2015	2014
	\$'000	\$'000
Fixtures and fittings	21	24
Computer Equipment	40	46
Computer Software	303	288
Total depreciation and amortisation	364	358

The Office of the National Rail Safety Regulator

8. Net loss from the disposal of non-current and other assets

	2015	2014
	\$'000	\$'000
Intangible assets:		
Computer Software		
Proceeds from disposal	0	0
Less net book value of assets disposed	146	0
Total Net loss from disposal of intangible assets	146	0

9. Transition expenses

	2015	2014
	\$'000	\$'000
Transition expenses for the establishment of branch		
Offices and the development of the relevant IT and business systems	0	851
Total transition expenses	0	851

10. Other expenses

	2015	2014
	\$'000	\$'000
Bad debts and allowances for doubtful debts (refer note 17)	19	12
Total other expenses	19	12

11. Revenue from fees and charges

	2015	2014
	\$'000	\$'000
Revenue from accreditations	100	58
Revenue from annual fees from industry and government	30,595	24,190
Total revenue from fees and charges	30,695	24,248

12. Commonwealth revenues

	2015	2014
	\$'000	\$'000
Grants	0	91
Total Commonwealth Revenue	0	91

13. Interest revenues

	2015	2014
	\$'000	\$'000
Interest received	352	143
Total interest revenues	352	143

14. Funding for transition expenses

	2015	2014
	\$'000	\$'000
Funding for transition received from Commonwealth	0	131
Total funding for transition expenses	0	131

This funding is the final payment for the establishment of Branch Offices for jurisdictions which have not yet joined the Office of the National Rail Safety Regulator. At 30 June 2015 \$0.979 million had not been yet expended as several Branch Offices will be established in subsequent years. Thus, this amount will appear in a later year's Financial Statements as expenditure for which no matching revenue will be shown.

The Office of the National Rail Safety Regulator

15. Other income

	2015 \$'000	2014 \$'000
Salary sacrificing refund	4	0
Total other revenue	4	0

16. Cash and cash equivalents

	2015 \$'000	2014 \$'000
Cash at bank and on hand	8,300	5,789
Total cash and cash equivalents	8,300	5,789

Included in the above amount is monies held for transition cost (\$0.979 million) and which will not be used for general Office of the National Rail Safety Regulator operations.

The Office of the National Rail Safety Regulator has been granted an overdraft limit facility of \$400,000. This limit has not been used.

17. Receivables

	2015 \$'000	2014 \$'000
Receivables	1,882	1,576
Less allowance for doubtful debts	-19	-12
Prepayments	314	334
Accrued interest	9	6
GST input tax receivable	172	623
Total Receivables	2,358	2,527

Movement in the allowance for doubtful debts

The allowance for doubtful debts (allowance for impairment loss) is recognised when there is objective evidence (ie calculated on past experience and current and expected changes in client credit rating) that a receivable is impaired.

An allowance for impairment loss has been recognised in 'other expenses' in the Statement of Comprehensive Income for specific debtors and debtors assessed on a collective basis for which such evidence exists.

	2015 \$'000	2014 \$'000
Movements in the allowance for doubtful debts (impairment loss)		
Carrying amount at the beginning of the period	12	0
Increase in the allowance	19	12
Amounts written off	-12	0
Carrying amount at the end of the period	19	12

18. Property, plant and equipment

	2015 \$'000	2014 \$'000
Fixtures and fittings:		
At cost	245	245
Accumulated depreciation	-56	-35
Total fixtures and fittings	189	210

The Office of the National Rail Safety Regulator

Work In Progress (Fixtures and fittings):

At Cost	568	0
Total Work in Progress (Fixtures and fittings)	568	0
Total Fixtures and fittings (including work in progress)	757	210

Computer equipment:

At cost	231	231
Accumulated depreciation	-97	-57
Total computer equipment	134	174

Total property, plant and equipment	891	384
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Impairment

There were no indications of impairment of property, plant and equipment at 30 June 2015.

19. Intangible assets

	2015	2014
	\$'000	\$'000
Computer Software		
At cost	1,122	1,224
Accumulated amortisation	-566	-396
Total Computer software	556	828

Work In Progress (Intangibles):

At Cost	1,150	0
Total Work in Progress (Intangibles)	1,150	0

Total Intangible assets	1,706	828
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The Office of the National Rail Safety Regulator has no contractual commitments for the acquisition of intangible assets.

Impairment

There were no indications of impairment of intangible assets at 30 June 2015.

Asset movement reconciliation 2015

	Fixtures and fittings	Computer equipment	Intangible assets	Total
2015	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2014	210	174	828	1,212
Additions at cost	0	0	177	177
Additions work in progress	568	0	1,150	1,718
Disposals	0	0	-146	-146
Depreciation/amortisation	-21	-40	-303	-364
Carrying amount at 30 June 2015	757	134	1,706	2,597

Asset movement reconciliation 2014

	Fixtures and fittings	Computer equipment	Intangible assets	Total
2014	\$'000	\$'000	\$'000	\$'000
Carrying amount at 1 July 2013	234	129	1,081	1,444
Additions	0	91	35	126
Depreciation/Amortisation	-24	-46	-288	-358
Carrying amount at 30 June 2014	210	174	828	1,212

The Office of the National Rail Safety Regulator

20. Payables

	2015 \$'000	2014 \$'000
Current:		
Creditors	764	179
Accrued expenses	1,665	394
Employee on-costs	36	41
Paid Parental Leave Scheme payable	2	0
GST Payable	0	1
Total current payables	2,467	615

21. Employee benefits

	2015 \$'000	2014 \$'000
Current		
Accrued salaries and wages	117	199
Annual Leave	703	539
Long service leave	92	109
Total current employee benefits	912	847
Non-Current		
Long service leave	171	67
Total non-current employee benefits	171	67
Total Employee benefits	1,083	914

22. Other liabilities

	2015 \$'000	2014 \$'000
Current		
Unearned revenue	1,382	580
Total current other liabilities	1,382	580

23. Provisions

There are no unsettled workers compensation claims

24. Equity

	2015 \$'000	2014 \$'000
Retained Earnings	7,344	4,539
Reserve for transition expenses	979	2,880
Total Equity	8,323	7,419

An amount of \$0.979 million that represents the funding that will be used in the subsequent financial years for the establishment of new Branch Offices has been treated as a separate reserve.

25. Unrecognised contractual commitments

Capital Commitments

There are no Capital Commitments in the Office of the National Rail Safety Regulator.

The Office of the National Rail Safety Regulator

Expenditure commitments - Remuneration

	2015	2014
	\$'000	\$'000
Commitments for the payment of salaries and other remuneration under fixed-term employment contracts in existence at the reporting date but not recognised as liabilities are payable as follows:		
Within one year	933	1,561
Later than one year but no longer than five years	1,543	1,442
Total remuneration commitments	2,476	3,003

Amounts disclosed include commitments arising from executive and other service contracts.

The Office of the National Rail Safety Regulator does not offer fixed-term remuneration contracts greater than five years.

Expenditure commitments - Other

	2015	2014
	\$'000	\$'000
Within one year	125	212
Later than one year but no longer than five years	0	0
Total other commitments	125	212

Amounts disclosed include commitments arising from IT maintenance contracts and contractors.

Operating lease commitments

	2015	2014
	\$'000	\$'000
Commitments in relation to operating leases contracted for at the reporting date but not recognised as liabilities are payable as follows:		
Within one year	684	546
Later than one year but no longer than five years	1,291	1,023
Later than five years	1,181	0
Total operating lease commitments	3,156	1,569

The Office of the National Rail Safety Regulator's operating leases is for office accommodation and motor vehicles.

The leases are non-cancellable with terms ranging up to 10 years with some leases having the right of renewal. Rent is payable one month in advance.

Finance Lease commitments

There are no Finance Lease commitments in the Office of the National Rail Safety Regulator.

26. Contingent assets and liabilities

The Office of the National Rail Safety Regulator is not aware of any contingent assets or liabilities.

27. Remuneration of board and committee members

Members during the 2015 financial year were:

ONRSR Board

* Mr Robert Andrews (resigned 31 Dec 2014)

* Ms Susan McCarrey (appointed 8 Dec 2014)

Ms Catherine Scott

Mr Peter Batchelor

Audit & Risk Committee

Ms Catherine Scott

Mr Malcolm Renney

The Office of the National Rail Safety Regulator

The number of members whose remuneration received or receivable falls within the following bands

	2015 Number	2014 Number
\$0 - \$9,999	1	1
\$30,000 - \$39,999	0	0
\$60,000 - \$69,000	2	2
Total number of members	3	3

Remuneration of members reflects all costs of performing board/committee member duties including sitting fees, superannuation contributions and salary sacrifice benefits. The total remuneration received or receivable by members was \$134,360 (\$127,124).

* Contracted employee whose salary is included under Employee benefit expenses in the Statement of Comprehensive Income.

28 Cash flow reconciliation

	2015 \$'000	2014 \$'000
Reconciliation of cash and cash equivalents at 30 June:		
Cash and cash equivalents disclosed in the Statement of Financial Position	8,300	5,789
Balance as per the Statement of Cash Flows	8,300	5,789
Reconciliation of net cash provided by operating activities to net result		
Net cash provided by (used in) operating activities	3,958	(17)
Add (less) non cash items:		
Depreciation and amortisation	(364)	(358)
Net loss disposal Intangible assets	(146)	0
Assets provided from non-cash contributions	0	126
Movements in assets and liabilities:		
Increase (decrease) in Receivables	(169)	1,688
(Increase) decrease in Payables - Operating Activities	(1404)	(92)
(Increase) decrease in Employee benefits	(169)	(433)
(Increase) decrease in other liabilities	(802)	(580)
Net result	904	334

29. Financial instruments/Financial risk management

Financial risk management

Risk management is managed by The Office of the National Rail Safety Regulator corporate services section and risk management policies are in accordance with good practice.

The Office of the National Rail Safety Regulator is exposed to financial risk – liquidity risk, credit risk and market risk. There have been no changes in risk exposure since the last reporting period.

Categorisation of financial instruments

Details of the significant accounting policies and methods adopted including the criteria for recognition, the basis of measurement, and the basis on which income and expenses are recognised with respect to each class of financial asset, financial liability and equity instrument are disclosed in note 2.

The Office of the National Rail Safety Regulator

Table 29.1

		2015		2014	
		Carrying amount	Fair value	Carrying amount	Fair value
Financial instrument	Note	\$'000s	\$'000s	\$'000s	\$'000s
Financial assets:					
Cash and cash equivalents	16	8,300	8,300	5,789	5,789
Receivables* **	17	1,882	1,882	1,576	1,576
		10,182	10,182	7,365	7,365
Financial liabilities:					
Payables*	20	2,384	2,384	533	533
Other Liabilities	22	1,382	1,382	580	580
		3,766	3,766	1,113	1,113

* Receivable and payable amounts disclosed here exclude amounts relating to statutory receivables and payables. Certain rights to receive or pay cash may not be contractual and therefore in these situations, the requirements will not apply. Where rights or obligations have their source in legislation such as levy receivables/payables, tax equivalents, commonwealth tax, audit receivables/payables etc. they would be excluded from the disclosure. The standard defines contract as enforceable by law. They are carried at cost.

** Receivables amount disclosed here excludes prepayments. Prepayments are presented in note 17 as trade and other receivables in accordance with paragraph 78 (b) of AASB 101. However, prepayments are not financial assets as defined in AASB 132 as the future economic benefit of these assets is the receipt of goods and services rather than the right to receive cash or another financial asset.

Credit risk

Credit risk arises when there is the possibility of The Office of the National Rail Safety Regulator debtors defaulting on their contractual obligations resulting in financial loss to The Office of the National Rail Safety Regulator. The Office of the National Rail Safety Regulator monitors risk on a regular basis and has policies and procedures in place to ensure that transactions occur with customers with appropriate credit history. The Office of the National Rail Safety Regulator does not engage in high risk hedging for its financial assets.

The following table discloses the ageing of financial assets, past due, including impaired assets past due.

Table 29.2 Ageing analysis of financial assets

	Overdue for <30 days \$'000s	Overdue for 30 - 60 days \$'000s	Past due by Overdue for >60 days \$'000s	Total \$'000s
2015				
Not impaired				
Receivables *	3	0	1,860	1,863
Impaired				
Receivables *	0	0	19	19
Total Receivables	3	0	1,879	1,882

* Receivable amounts disclosed here exclude amounts relating to statutory receivables and payables. Certain rights to receive or pay cash may not be contractual and therefore in these situations, the requirements will not apply. Where rights or obligations have their source in legislation such as levy receivables/payables, commonwealth tax, audit receivables/payables etc. They would be excluded from the disclosure. The standard defines contract as enforceable by law. They are carried at cost.

Maturity analysis

The total financial assets are \$10,182,000 and total financial liabilities are \$3,766,000. Maturity analysis demonstrates they are both within 1 year of contractual maturity.

The Office of the National Rail Safety Regulator

Liquidity risk

Liquidity risk arises where the Office of the National Rail Safety Regulator is unable to meet its financial obligations as they are due to be settled. The Office of the National Rail Safety Regulator is funded principally from fees from rail industry and state government. The Office of the National Rail Safety Regulator settles undisputed accounts within 30 days of the invoice or date the invoice is first received. In the event of a dispute, payment is made 30 days from resolution.

The Office of the National Rail Safety Regulator's exposure to liquidity risk is insignificant based on past experience and current assessment of risk.

The carrying amount of financial liabilities recorded in Table 29.1 represents the Office of the National Rail Safety Regulator's maximum exposure to financial liabilities.

Market risk

The Office of the National Rail Safety Regulator has no market risk exposure or exposure to foreign currency or other price risks or interest rate risks.

Sensitivity disclosure analysis

A sensitivity analysis has not been undertaken for the interest rate risk of the Office of the National Rail Safety Regulator as it has been determined that the possible impact on profit and loss or total equity from fluctuations in interest rates is immaterial.

30. Events after the reporting period

There have been no events after the reporting period.

APPENDIX 1

OFFICE OF THE NATIONAL RAIL SAFETY REGULATOR FREEDOM OF INFORMATION STATEMENT 2014–2015

The Office of the National Rail Safety Regulator (ONRSR) is an independent body corporate established under the Rail Safety National Law (RSNL), a Schedule to the Rail Safety National Law (South Australia) Act 2012.

The primary objectives of ONRSR are to encourage and enforce safe railway operations and to promote and improve national rail safety.

ONRSR was established in July 2012 and commenced operations on 20 January 2013. ONRSR has responsibility for regulatory oversight of rail safety law in the jurisdictions of South Australia, New South Wales, Tasmania, Northern Territory, Victoria and the Australian Capital Territory. Subject to the passage of applied or mirror legislation, it is expected that Queensland and Western Australia will also be regulated by ONRSR.

ONRSR is required to set out a Statement of Intent for agreement by the Transport and Infrastructure Council. It refers to the ONRSR's goals as set out in its Corporate Plan, which are to:

- maintain and improve rail safety through a risk-based approach to regulation
- reduce regulatory burden on industry
- promote greater self-regulation by industry
- prepare for and support the entry of other state regulators into ONRSR
- promote safety awareness and safety improvement initiatives and research, and
- develop and enable our people to optimise internal capability and organisational effectiveness.

To achieve these goals, ONRSR aims to maintain and improve rail safety through consistent risk-based application of the law across jurisdictions, sharing and improving regulatory practice and developing strong stakeholder relationships and engagement.

OVERSIGHT COMPLIANCE

ONRSR is required to comply with section 263 of the RSNL which requires ONRSR to comply with certain South Australian Acts (the Oversight Laws). These are Freedom of Information Act, Public Finance and Audit Act, Ombudsman Act and State Records Act. The RSNL provides that all Oversight Laws in each participating jurisdiction are disapplied, and then reapplied to the ONRSR by modifications made by the RSNL National Regulations so that one set of Oversight Laws (South Australian) apply to ONRSR regardless of jurisdiction.

This statement is published in accordance with section 9(2) of the Freedom of Information Act 1991 (the FOI Act) (as modified by the Rail Safety National Law National Regulations). The FOI Act gives members of the public a legally enforceable right to access information held by an Agency of the South Australian Government. Although ONRSR is explicitly not an agency or instrumentality of the South Australian Government, the modifications made by the RSNL National Regulations applies this Act as if ONRSR were an Agency for the purpose of FOI.

ONRSR's website can be found at www.onrsr.com.au and provides an overview of the role and function of ONRSR, and includes information regarding the RSNL, publications, media releases and information regarding applying for an FOI request.

Information regarding freedom of information can be found on the South Australian State Records website at www.archives.sa.gov.au/content/foi-in-sa

STRUCTURE AND FUNCTIONS

The constitution of ONRSR is set out in section 16 of the RSNL which states:

16 (1) ONRSR consists of:

- a person appointed by the South Australian Minister acting on the unanimous recommendation of the responsible Ministers as the National Rail Safety Regulator (the Regulator); and
- 2 non-executive members (full-time or part-time) as are appointed by the South Australian Minister acting on the unanimous recommendation of the responsible Ministers.

The functions of ONRSR are set out in section 13 of the RSNL which states:

- 13 (1) In addition to any other function conferred on ONRSR by this Law or an Act, ONRSR has the following functions:
- to administer, audit and review the accreditation regime under this Law;
 - to work with rail transport operators, rail safety workers, and others involved in railway operations, to improve rail safety nationally;
 - to conduct research, collect and publish information relating to rail safety;
 - to provide, or facilitate the provision of, advice, education and training in relation to rail safety;
 - to monitor, investigate and enforce compliance with this Law;
 - to engage in, promote and coordinate the sharing of information to achieve the objects of this Law, including the sharing of information with a prescribed authority;
 - at the request of the Commonwealth or a jurisdiction—to carry out any other function as agreed between ONRSR and the jurisdiction.

Further information as to the detailed structure of ONRSR (including the Executive Team) can be found in the About ONRSR section of the ONRSR website or in the current or previous copies of the ONRSR Annual Report.

STAKEHOLDER FORUMS

ONRSR has a number of forums whereby members of the rail industry can participate in the formulation of ONRSR's policies, procedures, and in some cases, proposed modifications to the RSNL. These are:

- Branch Operations Forums
- CEO Industry Reference Group
- Joint CEO/Industry Reference Group
- National Operations Forum
- Union Reference Group

The National Regulator/CEO and other Executive members also make regular appearances at relevant public conferences and other presentations where the general public can attend and interact.

ONRSR has a dedicated Communications team that can be contacted at any time, via the 'Contact Us' page on the website, by any person on a wide range of issues, and where required those can be escalated to the appropriate ONRSR Executive member for action, which might include amendments to policies, procedures or modifications to the RSNL.

DOCUMENTS HELD BY THE ONRSR

ONRSR and RSNL make publicly available a variety of documentation, including:

- The organisation's Annual Report, Corporate Plan, Statement of Intent and media releases
- ONRSR policies providing guidance to and setting expectations for ONRSR officers in their exercise of regulatory functions under the Rail Safety National Law, and made publicly available for transparency. These are:
 - Fees policy;
 - Private siding registration policy;
 - Safety Performance Reports policy;
 - Safety Improvement policy;
 - Drug and alcohol testing policy;
 - Accreditation policy;
 - Compliance and enforcement policy;
 - Freedom of Information policy;
 - Application of Australian Quality Training Framework and Australian Quality Framework to Rail Safety Worker competency assessment policy;
 - National Rail Safety Register policy;
 - Regulatory response to management of change policy;
 - Rail safety audit policy;
 - Reporting of a safety issue policy;
 - Application of cost benefit analysis requirement policy;
 - Operational delegations policy
 - Review of decisions policy;
 - Exemptions from the RSNL policy.

- guidelines, fact sheets and safety alerts to provide assistance to duty holders in understanding their requirements under the Rail Safety National Law and to improve rail safety.
- a National Rail Safety Register and rail transport operator notices of accreditation and notices of registration issued under the Rail Safety National Law.

Documents are generally available on the ONRSR website (www.onrsr.com.au) and may also be inspected, by appointment between 9.00am and 5.00pm on weekdays (excluding public holidays), at the National Office of ONRSR located at Level 1, 75 Hindmarsh Square, Adelaide, South Australia. Arrangements to view the documents can be made by email: contact@onrsr.com.au or by contacting the Manager, National Communications on (08) 8406 1555.

ONRSR also holds the following broad categories of documents. Pursuant to the FOI Act, some of these documents may be exempt:

- corporate files containing correspondence, memoranda, terms of reference and minutes on various aspects of the organisation's operations and committees
- corporate risk management records
- accounting and financial records
- personnel records
- work health and safety records
- internal policies, procedures and guidelines that set out the way various activities and programs are performed
- legal opinion and advice.

The complete list of exemptions may be viewed in the Schedule of the FOI Act.

Other online information and data resources for rail transport operators include operations and safety improvement information and tools on the ONRSR website (www.onrsr.com.au).

MAKING A FREEDOM OF INFORMATION APPLICATION

Under the FOI Act, ONRSR has obligations to ensure that certain information concerning its operations is readily available. Additionally, members of the public and Members of Parliament are conferred a legally enforceable right to be given access to documents held by ONRSR, subject only to such exemptions as are consistent with the public interest (as prescribed in the FOI Act). Members of the public may also seek amendment to ONRSR's documents records concerning his or her personal affairs.

A comprehensive introduction to freedom of information can be found on the State Records of South Australia website at <http://archives.sa.gov.au/foi>.

Requesting access or amendment to ONRSR records

It is best to discuss your application or request with ONRSR prior to lodging. If proper and lawful, ONRSR will attempt to provide access to information voluntarily in order to minimise applications under the FOI Act and the associated costs. It should be noted that the RSNL already provides for some information to be made available to the public at no cost on the ONRSR website.

Requests for access made under the FOI Act must:

- be in writing
- specify that it is made under the FOI Act
- provide enough information to enable the requested document(s) to be identified
- include an address and telephone number at which you can be contacted in Australia
- indicate the type of access being sought (e.g. inspection of a document or a copy of the document)
- be accompanied by the application fee of \$33.00 (current, July 2015)

In addition to the application fee, there may be further charges for processing and copying if the document(s) are long or complex. Fees may be waived on presentation of evidence of hardship or a concession card by the applicant.

The form for FOI applications and requests may be found on the State Records of South Australia website at:

- http://www.archives.sa.gov.au/files/forms_foi_request_for_access.pdf
- http://www.archives.sa.gov.au/files/forms_foi_amendment_personal.pdf

ONRSR POLICY: FREEDOM OF INFORMATION

Once an FOI application or request is received, ONRSR will process and determine it in accordance with the FOI Act. The purpose of this document is to guide ONRSR staff members in their obligations with respect to the FOI Act and ONRSR's obligations as an agency.

CONTACT

Queries, applications and requests may be directed to:

Corporate Counsel

Office of the National Rail Safety Regulator
PO Box 3461, Rundle Mall
Adelaide SA 5000

(08) 8406 1500

foi@onrsr.com.au

OFFICE OF THE NATIONAL RAIL SAFETY REGULATOR FREEDOM OF INFORMATION REPORT 2014–2015

in accordance with section 54AA of the FOI Act
(as modified by the RSNL National Regulations)

APPLICATIONS FOR ACCESS 2014-2015

No.	Application Type	Fee	Outcome	Access Type	Reason/Exemptions	Extensions	Time Taken
1	Personal	n/a	Withdrawn (wrong agency)	n/a	n/a	n/a	n/a
2	Personal	n/a	Withdrawn (wrong agency)	n/a	n/a	n/a	n/a
3	Personal	Fee waived	Complete	Granted in part (x2) Refused access (x8)	Section 20 Exempt 4(2)(a)(ii), 16(1)(a)(iv)	None	16–30 days
4	Personal	\$32.25	Withdrawn	n/a	n/a	n/a	n/a
5	Personal	\$32.25	Complete	No Documents	n/a	None	0–15 days

ACCREDITED FOI OFFICERS:

Barry Carr

Laura Paulus

James Bruun

Cathy Ray

PO Box 3461, Rundle Mall,
Adelaide SA 5000

(08) 8406 1500

foi@onrsr.com.au

Applications for Amendment of Personal Information 2014-2015

None

Staff Administration Costs

4 FTE >\$70,00

Cost of administering the FOI Act met as part of Corporate Counsel Team budget.

Accredited FOI Officer Training completed prior to 2014-2015 financial year

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REVIEWS AND COMPLAINTS

Internal Reviews

Number 3 Application

- Decision varied (1 document)
- Decision confirmed (5 documents)

External Reviews

None

District Court Appeals

None

(right)
Steam engine,
Tasmania





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ISSN NO: 2202–3127

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