



ANNUAL REPORT 2015–2016



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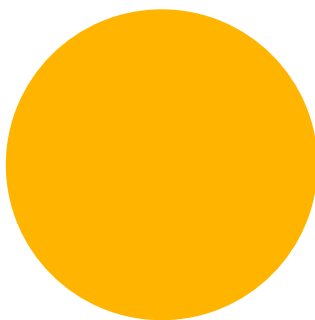
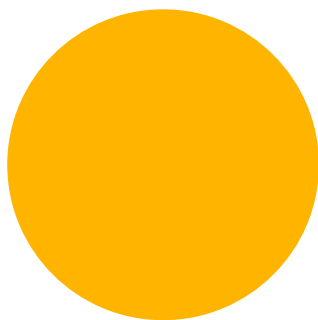
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LETTER OF TRANSMISSION

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 2015–2016 has been prepared in accordance with the requirements of the Rail Safety National Law 2012 (RSNL) and associated regulations.

The report is structured to reflect ONRSR's delivery against the ONRSR Statement of Intent 2015–2018 and Corporate Plan 2015–2018 which have been endorsed by the Transport and Infrastructure Council and promoted to stakeholders.

Yours sincerely,

Sue McCarrey
Chief Executive

ABOUT THIS REPORT

ONRSR is a body corporate established under the 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 ONRSR's activities for each financial year.

This report covers the activities of ONRSR during 2015–16 in those jurisdictions for which it had legal accountabilities for regulation, namely South Australia, New South Wales, the Northern Territory, Tasmania, Victoria, the ACT and Western Australia. ONRSR is working with Queensland to transition to ONRSR.

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. Financials and appendices follow.

FEEDBACK

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

GLOSSARY OF TERMS

COAG

Council of Australian Governments: comprising the Prime Minister, State Premiers, Territory Chief Ministers and the President of the Australian Local Government Association

NTC

National Transport Commission

ONS1-OCG1

Classification schemes for rail safety national data

ONRSR

Office of the National Rail Safety Regulator

The ONRSR

The statutory establishment of legal authority which rests in the Chief Executive and two non-Executive members

RISSB

Rail Industry Safety and Standards Board

RTO

Rail Transport Operator

RRV

Road Rail Vehicle

Transport and Infrastructure Senior Officials' Committee

Heads of state government departments and New Zealand, the Australian Local Government Association and National Transport Commission

Transport and Infrastructure Council

Commonwealth, State, Territory and New Zealand Transport and Infrastructure Ministers





ONRSR
Chief Executive,
Sue McCarrey

CHIEF EXECUTIVE'S MESSAGE

I'm pleased to present the Office of the National Rail Safety Regulator (ONRSR) Annual Report outlining our performance and activities during 2015–16.

A new financial year naturally brings with it a period of reflection and having contemplated the many and varied matters that have occupied these past 12 months, I find myself more convinced than ever that the foundations of our emerging organisation are suitably strong.

Nowhere is this more evident than in our continued progress toward establishing a truly national rail safety regulator for Australia. The seamless implementation of Rail Safety National Law in Western Australia, which facilitated regulatory oversight and the establishment of ONRSR's Western Australia Branch in November 2015, gave us jurisdiction in Australia's largest state and the penultimate piece in the national puzzle. The subsequent announcement by the Queensland Government of its intention to enact RSNL in 2017 means we are now closer than ever to delivering a truly national perspective and completing a great Australian rail journey more than 185 years in the making.

As always during the last year our primary focus has been on working with operators to enhance rail safety through our risk-based audit and compliance program, our safety improvement program and via the provision of detailed policies, fact sheets and guidelines. As new jurisdictions join ONRSR, the levels of expertise we can apply to the task of improving safety continues to expand.

While an eye to the future is of the utmost importance, so too is a focus on the here and now. Via another detailed analysis of the Australian rail industry's safety performance in 2015, ONRSR has identified key rail safety priorities that are providing renewed guidance to our regulatory and safety improvement initiatives. Together with industry's development of a safety vision and strategy and the positive headway being made on the establishment of a national risk model, these programs represent real progress toward the intelligence-based safety approach industry needs and Australians deserve.

Similarly considered, and crucial to ONRSR's ability to effectively administer RSNL now, is the continued growth of our people and systems — driven by a commitment to better engage with our staff and stakeholders. 2015–16 saw the development of a new ONRSR vision, underpinned by new organisational values, while we also revisited our corporate goals — realigning them to optimise our performance and strengthen our relationships. Furthermore, our commitment to continuous

improvement will be further enhanced through the completion of our first ever stakeholder survey during 2016–17.

Collectively, it is a platform as exciting as it is timely, with the rail landscape poised for generational change underpinned by investment at unprecedented levels. Through 2015–16 ONRSR again strengthened its focus on the important role we have to play in ensuring major projects provide the modern, efficient, prosperous and, critically, the safe railways that Australia needs now and into the future. The development of a sustainable regulatory function, for more than \$60 billion worth of projects slated for delivery in the next decade, is fundamental to achieving the benefits of the national reform and a key deliverable for ONRSR through 2016–17.

For now though I would like to acknowledge all our stakeholders for their continued support for, and commitment to, our shared rail safety goals. In particular I want to thank the staff of ONRSR who have spent another successful year working tirelessly in pursuit of safe railways for Australia.





Sue McCarrey,
**National Rail Safety Regulator
and Chief Executive**
June 2016

While an eye to
the future is of the
utmost importance, so
too is a focus on the
here and now.



ABOUT OUR ORGANISATION

During the year, all staff participated in the development of an ONRSR vision and review of its values. The vision reflects ONRSR's aspiration for the collective co-regulatory framework and its revised values guide and inform the internal culture and external business conduct of ONRSR.

Vision

Safe railways for Australia

Values

Integrity

We have moral courage and are honest and straightforward in our approach

Respect

We have respect for each other and our stakeholders

Independence

Our decision making is responsive and free from bias and influence

Diligence

We persevere and apply ourselves in a conscientious manner

Excellence

We are professional, high performing and strive for continuous improvement

ORGANISATIONAL CONTEXT

ONRSR is established as a body corporate with perpetual succession under Section 12 of the Rail Safety National Law 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 2015–16, there were four operational branch offices reflecting the status of participating states. These were Central Branch which is located in Adelaide overseeing operations in South Australia, Northern Territory, Tasmania and the ACT, the New South Wales Branch located in Sydney, the Victorian Branch in Melbourne and the Western Australian Branch in Perth.

Staff in the Central and Western Australian Branches are employed by ONRSR. The NSW and Victorian Branches provide the agreed level of services through Service Level Agreements (SLA) with the Independent Transport Safety Regulator (ITSR) and Transport Safety Victoria (TSV) respectively.

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

OUR STATUTORY FRAMEWORK

ONRSR's principal governing framework is outlined in the Rail Safety National Law Act 2012.

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:

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



WHAT WE DO

ONRSR's functions 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
- conducting safety research
- provision of reports to the Transport and Infrastructure Council
- liaising with stakeholders through forums and events
- assistance to jurisdictions whose rail regulation is yet to transition to ONRSR
- central coordination and development of regulatory policies and procedures

OUR RESOURCES

ONRSR received funding from industry through fees to the value of \$11.7m and from State and Territory Governments to the value of \$20.4m. ONRSR's primary expenditure items were the Service Level Agreement payments to NSW and Victoria, salaries and wages and operational costs including rent payments and the development and maintenance of the Information Technology systems.



GOVERNANCE



Julie Bullas
Executive Director, Policy,
Communications and Planning

Julie has had over 35 years' experience leading policy development, reform and major change projects at an Executive level across all levels of government, and within the rail industry including implementation of the national rail reform and establishing the Office of the National Rail Safety Regulator.



Peter Doggett
Executive Director,
National Operations

Peter has had nearly 30 years' experience in the Australian rail industry where he has combined leadership roles (including the role of Rail Commissioner in South Australia) and practical operational experience with a focus on risk management.



Simon Foster
Executive Director,
Technical

Simon brings over 35 years of technical and leadership experience in rail covering track, fleet, operations, stations and communications which includes being part of the team that coordinated the successful operation of rail services for the Sydney 2000 Olympic Games.



James Stormonth
Executive Director,
Corporate

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



Steve Bickley
Director, Safety
and Risk

Steve has over 15 years' experience in rail safety and risk management in Europe, Asia and Australia. Steve is recognised as a leader in risk management in the Australian rail industry.

ONRSR

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 are made by the South Australian Transport Minister on the unanimous advice from responsible Ministers. The ONRSR performs core governance functions including review of ONRSR performance reports and financial operation oversight. The legal authority for specific regulatory actions is vested in the NRSR only. During 2015–16, the ONRSR met 12 times and endorsed ONRSR's budget, forward strategic directions, progress against its business plan and revised suite of Key Performance Indicators (KPIs).

Sue McCarrey, Chief Executive

Sue McCarrey was appointed as Australia's 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.

EXECUTIVE

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

During 2015–16, the Executive met 12 times and discussed ONRSR's strategic directions, corporate risks and issues, operational strategies, policy and legislative requirements, safety intelligence and data, transitional issues and recommendations from its supporting committees.



THE TEAM

At year-end, ONRSR employed 69 staff of which 12 were employed on fixed term contracts. Of these, 46 were in the National Office, 12 in the Central Branch Office and 11 in the WA Branch Office. In addition, services were provided by 54 staff in NSW and 31 staff in Victoria under the SLA.

The ONRSR Executive
team, 2015–16

Metropolitan railway
line Sydney, New
South Wales



GOVERNANCE SYSTEM

The ONRSR and Executive are 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 that reports to the ONRSR:

Independent Audit and Risk Committee

The Independent Audit and Risk Committee reports directly to the ONRSR. During 2015–16 it held 5 meetings to oversee and review ONRSR's corporate risk and financial management and to review statutory accounts subject to external audit and ONRSR's internal audit program. It comprises Catherine Scott, ONRSR Non-Executive member as Chair and Malcolm Renney, an external appointment with extensive risk management experience in the banking sector. The Auditor-General or his representative is invited as a guest to each meeting to facilitate effective communication with the Audit Office.

There are four senior committees sitting under the Executive:

National Operations Committee (NOC)

Comprising senior operational officers to develop and implement the national workplan, assess and review regulatory rail safety risks and discuss operational matters including a consistent approach across Australia.

Strategic Policy Committee (SPC)

A senior cross-organisational group led by the Chief Executive to discuss strategic policy, legislative and guideline development, safety intelligence and safety improvement initiatives.

Information Management and Technology (IM&T)

Steering committee which includes several Executive Directors to develop and oversight delivery of the IM&T Strategic Plan including work to support transitioning jurisdictions.

Senior Leadership Group

Comprising 30 senior officers who meet biannually to discuss performance, strategic directions and organisational culture.

The Executive also engage with the **Joint Consultative Committee** to facilitate formal consultation with employees on workplace matters including discussions and consultation about the way ONRSR conducts business, our workplace environment, changes that affect employees or any matters relating to the Enterprise Agreement.

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.

Enterprise risk management

ONRSR remains committed to maintaining its proactive approach to enterprise risk management, strengthening its policy and review framework during 2015–16. All staff contribute to organisational risk management within ONRSR; however, the Executive has ultimate responsibility for enterprise risk. Throughout the year the Executive regularly reviewed key risks, priorities and required actions and maintained a detailed enterprise risk register. The assessed key risks underpin ONRSR's forward strategic directions. Priorities and required actions (treatments) are reflected in ONRSR's Corporate Plan 2016–19.

ONRSR'S STRATEGIC AND REGULATORY FRAMEWORKS

STATEMENT OF INTENT

ONRSR is required to set out a Statement of Intent for agreement by the Transport and Infrastructure Council. The Statement of Intent for 2015–18, agreed by the Transport and Infrastructure Council in May 2015, and Statement of Intent for 2016–19 agreed in May 2016, are available on ONRSR's website at www.onrsr.com.au

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

OUR STAKEHOLDERS

ONRSR's primary stakeholder is the Australian public who are represented through government ministers, government forums/bodies and agencies. These include the:

- Transport and Infrastructure Council which comprises all State, Territory and Federal Ministers for Transport and Infrastructure to which ONRSR is accountable.
- Transport and Infrastructure Senior Officials' Committee which is an executive officer-level committee supporting the Transport and Infrastructure Council through advice and coordination of briefings.
- National Transport Commission (NTC), an inter-governmental agency which ONRSR works with to facilitate enhancements to Rail Safety National Law.

At operational and policy levels, ONRSR works and liaises with the following bodies:

- Australian Transport Safety Bureau (ATSB)
- Rail Industry Safety and Standards Board (RISSB)
- Australasian Railway Association (ARA)
- Australian Tourist and Heritage Railway Association (ATHRA)
- Rail operators (Chief Executives, Rail Safety Managers)
- Rail Tram and Bus Union (RTBU)
- Australasian Centre for Rail Innovation (ACRI)

STAKEHOLDER FORUMS

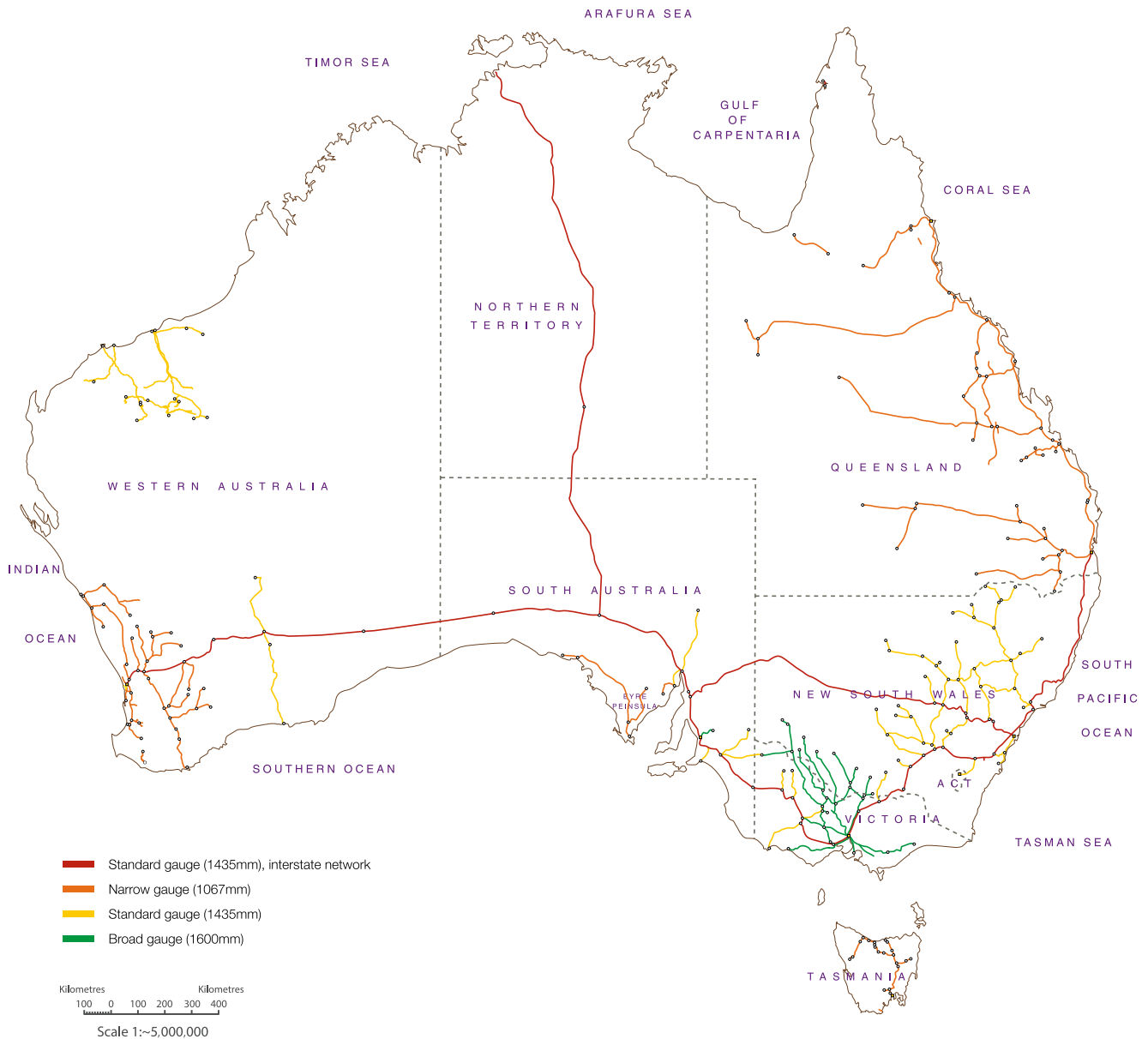
ONRSR recognises that positive and constructive stakeholder relationships are critical to achieving rail safety outcomes. During the year, ONRSR hosted a number of stakeholder forums. These included the:

- **CEO industry reference group** to discuss strategic policy and industry and regulatory directions, safety issues and improvements. Participants include senior representatives from the rail industry including the ARA and RISSB.
 - **Union reference group** comprising senior representatives from the Rail, Tram and Bus Union with a similar agenda to the industry forum.
 - **National Operations Forum** which allows multi-jurisdictional operators to discuss safety issues and consistency of application with senior ONRSR operational staff.
 - **Branch Operators Forums** in individual states to address local operational issues with accredited operators.
- ONRSR also participates in industry-led meetings and forums such as those facilitated through:
- **RISSB's Safety Managers' Group** comprising safety managers from various Rail Transport Operators (RTOs).
 - **Association of Tourist and Heritage Rail Australia** comprising representatives from all state tourist and heritage associations.
 - **State tourist and heritage groups** comprising local tourist and heritage operators.



The following map depicts the rail networks operating across Australia.

(Sourced from the Australasian Railway Association.)





ONRSR'S PERFORMANCE

MEASURING INDUSTRY SAFETY PERFORMANCE

ONRSR is pursuing several initiatives to improve the quality of notifiable occurrence data reported by rail transport operators and its categorisation and utilisation. As such, comparisons of aggregated numbers of Category A or B occurrences by year or by jurisdiction are not considered valid indicators of rail safety performance. More useful and detailed analysis of rail safety performance, including breakdowns of this detail by jurisdiction and year, is provided in ONRSR's annual Rail Safety Report which is available on the ONRSR website.

The table below provides high level data on the rail industry safety performance within the remit of ONRSR. Western Australia transitioned to ONRSR on 2 November 2015 and data is included from this date.

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

DATA ANALYSIS

Category A and Category B occurrences

Under the Rail Safety National Law, RTOs must report occurrences. The more serious notifiable occurrences are categorised as Category A, which must be reported immediately, and Category B which must be reported to ONRSR within 72 hours of the occurrence.

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.

State	Cat. A	Cat. B	Fatality	Serious Injury
ACT	0	16	0	0
SA	36	3,617	4	5
TAS	4	610	0	0
NT	0	114	0	0
NSW	459	21,920	27	412
VIC	141	11,344	49	39
WA*	22	2,060	3	6
Total	662	39,681	83	462

*WA data is for period 2 Nov 2015 – 30 June 2016

The following table reflects comparative data on the causes of fatalities in participating jurisdictions in 2015–16:

Jurisdiction	Suspected suicide	Struck by train	Slips, trips & falls
ACT	0	0	0
SA	3	1	0
TAS	0	0	0
NT	0	0	0
NSW	23	4	0
VIC	43	6	0
WA*	2	0	1
Total	71	11	1

*WA data is for period 2 Nov 2015 – 30 June 2016

Of the 462 serious injuries, around 81% related to slips, trips and falls. In NSW, this comprised 85% of their reports on serious injuries, in Victoria 51% and in Western Australia 50%. There were no serious injuries resulting from a slip, trip and fall in South Australia. 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 and ONRSR is preparing to update ON-S1 in 2016–17 to include a revised definition of serious injury consistent with model Work Health and Safety legislation.

Railway crossing,
Northern Territory



Train approaching
Central Station Sydney,
New South Wales



ONRSR OPERATIONAL STATISTICS

The following table reflects ONRSR's operational activity statistics for its regulatory services for 2015–16 in participating jurisdictions including South Australia, NSW, Victoria, Tasmania, Northern Territory, the ACT and Western Australia.

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	'15-'16
No. of accreditations:			
Received	3	6	10
Completed	1	1	2
No. of variations to accreditation:			
Received	23	40	30
Completed	19	24	11
No. of surrenders of accreditation:			
Received	2	5	3
Completed	1	4	3
No. of exemptions to accreditation:			
Received	2	3	2
Granted	1	1	1
No. of variations to registrations:			
Received	16	2	6
Completed	14	1	5
No. of surrenders of registration:			
Received	6	4	7
Completed	6	2	6
No. of notifications of change:			
Received	117	226	260
Completed	97	156	206
No. of consolidated ONRSR notices of accreditation issued	61	114	86
No of REPCONS			
Received	10	10	5
Actioned	7	13	4
No. of formal inspections completed	129	196	216
No. of audits completed	57	48	74
No. of compliance investigations completed	10	10	7
No. of Improvement Notices issued	0	5	19
No. of Prohibition Notices issued	0	2	3

FORWARD ANNUAL PRIORITIES 2016–17

Our forward annual priorities are guided by the goals of our Corporate Plan 2016–19 as outlined below. During the year the goals were reviewed and revised through ONRSR's planning processes.

Goal 1

Maintain and improve rail safety through a risk-based approach to regulation

Goal 2

Reduce regulatory burden on industry

Goal 3

Under a co-regulatory framework, support industry in its operation of safe railways for Australia

Goal 4

Promote safety awareness and work with industry on safety improvement and research

Goal 5

Value and enable our people in pursuit of high performance

Goal 6

Develop our systems to optimise our performance

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

PART A: ONRSR NATIONAL PERFORMANCE

2015–2016

GOAL 1:

MAINTAIN AND IMPROVE RAIL SAFETY THROUGH A RISK-BASED APPROACH TO REGULATION



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 and work program, 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 an RTO 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 32).

CORPORATE PLAN MILESTONE DELIVERY

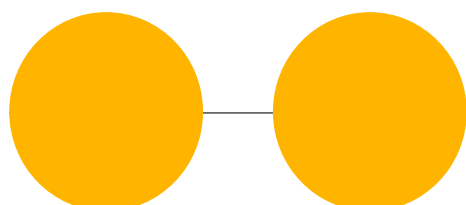
ONRSR's achievements in delivering this goal are guided by its key milestones in the ONRSR Corporate Plan 2015–2018. Summary performance is outlined as follows:

MILESTONES

What	When	2015–16 Result
Determine and deliver the annual regulatory activity work program using a risk-based approach	• Annual	• Achieved
Enhance and embed a nationally consistent ONRSR regulatory risk framework	• Dec 2016	• Progressing
Roll out of the Safety Management System (SMS) tool for ONRSR Rail Safety Officers	• June 2016	• Progressing
Deliver revised ONS1-OCG1 documentation	• June 2016	• Progressing
Conduct a national drug and alcohol testing program with annual review	• Ongoing	• Partially achieved, ongoing

KEY PERFORMANCE INDICATORS

- Delivery of the national operations plan of audits and inspections
- Implementation of compliance recommendations by RTOs within agreed timeframes
- Enforcement actions undertaken by ONRSR and outcomes
- Results from ONRSR's drug and alcohol testing program
- Results from operators' drug and alcohol testing programs (See Appendix 1 for KPI report)



ACHIEVEMENTS

The following provides more detail on Corporate Plan Goal 1 achievements.

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. Priorities were based on safety data intelligence outlined in ONRSR's Rail Safety Report 2014–2015, analysis of RTO 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 is regularly reviewed and resources reallocated to meet emerging operational priorities. It includes activities associated with ATSB investigations and REPCON reports (see below).

Statistics on operational activities conducted under the work plan are detailed on page 16.

During the year, senior ONRSR staff continued to meet with a range of multi-jurisdictional operators to address specific safety issues as well as share intelligence and working on improved implementation of national regulatory policies and procedures across states.

National rail safety priorities

ONRSR's Rail Safety Report 2014–2015 identified four rail safety priorities which are to address track worker safety in relation to competency and communication, track condition, rolling stock maintenance and road rail vehicle (RRV) safety. These priorities remain current and project plans for each priority are in place.

RRV safety has been a focus for ONRSR since formation in 2013. Several serious RRV incidents in recent years, some with fatal consequences, have led ONRSR to raise RRVs as a priority area of attention. As such, there has been a sustained focus of regulatory activity including education and the issue of non-conformances and notices.

During the year ONRSR evaluated its RRV program outcomes and found that issues affecting RRV safety have not yet been adequately addressed. As a result, ONRSR met with selected RTOs in early 2016 and continued to deploy required enforcement actions. ONRSR is now focusing on targeted inspections to monitor program outcomes which will inform further safety improvement activities for 2016–17.

Safety incident response

ONRSR responded to a number of rail emergencies, incidents and accidents that impacted on public safety and potentially breached Rail Safety National Law. More detail on these responses is provided state by state in Part B of this report.

ONRSR response to confidential reports (REPCONs)

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

ONRSR received five REPCON reports requiring action and four for information purposes only during 2015–16. 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 for 2016–17. Once finalised, the ATSB publishes REPCON reports on its website which includes the response from ONRSR to each individual issue.

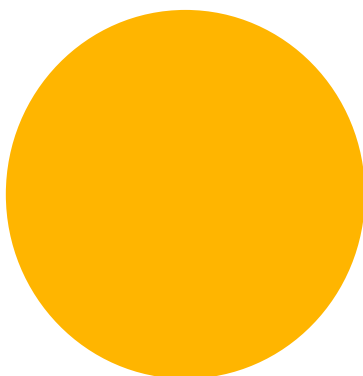
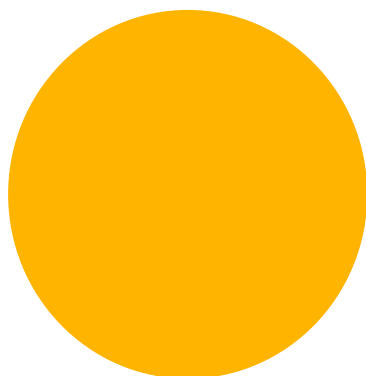
ONRSR's operational measures relating to REPCONs are on page 17.

Review of regulatory risk framework

Reviewing operators' rail safety risks is a core function of the regulator. ONRSR strengthened its regulatory risk framework during the year and further consolidated a robust national approach to assessing and prioritising rail safety risks — enhancing ONRSR's ability to target high priority risks.

Data quality for regulatory reporting

During the year, ONRSR continued to liaise with stakeholders to review the national Occurrence Notification Standard (ONS1) which defines the data requirements for notifiable occurrences required to be reported to ONRSR as well as the Occurrence Classification Guideline (OCG1) which defines data classification requirements. The review will result in a new integrated standard to support improved data quality and timely reporting as well as providing regulatory efficiencies for operators. The new standard will be completed in 2016–17.





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 commissions an external provider 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 RTO and police testing.

During the year, ONRSR conducted testing in South Australia, Tasmania, Northern Territory, NSW and Victoria. Testing will commence in the ACT and Western Australia in the second half of 2016. Testing was undertaken in a range of locations, including both metropolitan and remote areas, and involved tourist and heritage and commercial operators.

During 2015–16, 300 tests were conducted including 109 drug tests and 191 alcohol tests, with no confirmed positive results.

An annual review of ONRSR's testing program was provided to the Transport and Infrastructure Council in November 2015.

For data on drug and alcohol testing programs and results, see Appendix 1.

Safety Management System tool for ONRSR rail safety officers

Work continued to develop a paper-based tool to assist ONRSR's Rail Safety Officers review of operator Safety Management System (SMS) compliance to support a nationally consistent approach. The tool has undergone further internal consultation and will be rolled out to ONRSR Rail Safety Officers during 2016–17.

Major railway projects

During the year, ONRSR continued to engage with proponents of major railway projects across Australia. This work is outlined in detail by jurisdiction in Part B of this report.



Waratah train
approaching Central
Station Sydney,
New South Wales.

GOAL 2: REDUCE REGULATORY BURDEN ON INDUSTRY



CONTEXT

Consistent regulatory decision-making, a coordinated national regulatory work program, use of nationally applicable policies and procedures, legislative review and a one fee and invoice structure 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 Rail Safety Report is an important information service that the regulator provides.

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 as follows:

MILESTONES

What	When	2015–16 Result
Review the jurisdictional Application Law applying the Rail Safety National Law to identify the impacts of jurisdictional legislative amendments and opportunities to improve national consistency	• Mar 2016	• Partially achieved
Report to the Transport and Infrastructure Council on the review of drug and alcohol and fatigue risk management arrangements under the Rail Safety National Law to further enhance regulator consistency	• Nov 2017	• Progressing
Develop and implement a program for ONRSR's Rail Safety Officers incorporating training and awareness to promote nationally consistent application of reviewed national policies and procedures	• Dec 2017	• Progressing
Develop strategies to address the results of ONRSR's external stakeholder survey	• 2016–17	• Not yet required
Conduct a targeted review, with industry, of ONRSR forms to simplify their use	• Dec 2016	• Progressing
Develop a user-friendly guide to support easy reference to ONRSR guidelines alignment to the Rail Safety National Law	• 2016–17	• Not yet commenced
Establish MoUs with: <ul style="list-style-type: none"> • Jurisdictional electrical regulators • Western Australia Police • Victoria Police • The NSW Office of Transport Safety Investigations 	<ul style="list-style-type: none"> • Dec 2016 • Mar 2016 • Sep 2015 • Dec 2015 	<ul style="list-style-type: none"> • Progressing • Progressing • Completed • Re-scheduled for 2016–17

KEY PERFORMANCE INDICATORS

- Positive response to ONRSR's external stakeholder survey
 - The NTC interim review of the rail safety regulator reform indicates positive outcomes
 - Legislative review identifies reduced inconsistencies across jurisdiction
- (See Appendix 1 for KPI report)

ACHIEVEMENTS

The following provides more detail on Corporate Plan Goal 2 achievements.

Interim review of the benefits of national rail safety reform

The Productivity Commission will be undertaking an assessment of the benefits of the national transport regulatory reforms.

During 2015–16, ONRSR commissioned an independent interim benefits review which sought feedback from a selection of operators. The interim review, finalised in November 2015, identified that the results realised to date are positive, with benefits to industry including greater clarity on regulatory requirements, provision of a one-stop shop for processes such as accreditation and invoicing and national data entry allowing for benchmarking at the national level. However, it noted that there are further opportunities for industry to standardise approaches and full benefits cannot be realised until all jurisdictions join ONRSR and operate under a nationally consistent regulatory framework.

Review of jurisdictional application laws applying the Rail Safety National Law

During the year, ONRSR identified and analysed the impacts of over 80 differences in jurisdictional application laws applying to the Rail Safety National Law. The impacts of these on both operators and ONRSR have been assessed and will be reported to the Transport and Infrastructure Council in November 2016.

Legislative review proposals to the Transport and Infrastructure Council

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

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

National Transport Commission maintenance program

The National Transport Commission (NTC) reviews and leads the maintenance of the Rail Safety National Law.

During the year, ONRSR continued to engage with the NTC and the South Australian Government to develop and pass the second amendment package to the RSNL Act and Regulations. The changes ensure the Act provides clarity on various issues raised by ONRSR and other stakeholders such as ONRSR's receipt of penalties and fines, rail infrastructure managers' ability to respond to third parties where works may threaten operations and consistent use of terminology on specific issues. The changes commenced 1 August 2016.

Memoranda of Understanding

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

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

- National Transport Commission
- Australian Transport Safety Bureau
- Heads of Workplace Safety Authorities
- South Australian Police
- Victoria Police
- Victorian Chief Investigator, Transport Safety — Letter of cooperation
- competent authorities for the transport of dangerous goods by rail
- Department of Transport and Main Roads (Queensland).



TransPerth train approaching Perth
from Midland, Western Australia



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 rail safety risks and articulates ONRSR's support for industry in the development of an industry risk model and quality 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 as follows:

MILESTONES

What	When	2015–16 Result
Acknowledge the completion of industry's safety vision and strategy	<ul style="list-style-type: none"> • Vision – Dec 2015 Strategy – Dec 2016 	<ul style="list-style-type: none"> • Completed • Completed
Accept an industry national rail safety risk model	<ul style="list-style-type: none"> • Prototype – Dec 2015 Model – Dec 2017 	<ul style="list-style-type: none"> • Completed • Progressing
National data strategy developed in consultation with industry	<ul style="list-style-type: none"> • June 2016 	<ul style="list-style-type: none"> • Deferred
Support RISSB with the development of selected national standards, guidelines and products as appropriate	<ul style="list-style-type: none"> • As agreed with RISSB 	<ul style="list-style-type: none"> • Ongoing
Work with RISSB and NTC to review the policy statement on Recognition of Industry Developed Standards for Rail Safety	<ul style="list-style-type: none"> • Jan 2016 	<ul style="list-style-type: none"> • Not required
Publish guidance on defining Rail Safety Workers	<ul style="list-style-type: none"> • Dec 2015 	<ul style="list-style-type: none"> • Progressing

KEY PERFORMANCE INDICATORS

- ONRSR provides quality feedback and input to Australasian Railway Association and RISSB products and programs.

(See Appendix 1 for KPI report)

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 improve rail safety outcomes without inhibiting operator competitive advantage.

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

- an industry safety risk model and supporting safety database
- a standard for RRVs
- a standard for train detection
- a guideline on operating RRVs
- review of the standard for Railway Network Control Mobile Communications
- review of the standard for Human Factors Integration in Engineering Design — General Requirements
- a guideline on measuring safety performance (formerly referred to as a guideline on the identification of common safety KPIs)
- a guideline on making safety decisions (completed April 2016)
- a guideline for contractor management.

ACHIEVEMENTS

The following provides more detail on Corporate Plan Goal 3 achievements.

Industry safety vision and strategy

During the past year, ONRSR provided input to industry's development of its first safety vision and supporting strategy. The vision is "Working as one industry in an effective co-regulatory framework, Australian rail will strive to be a world leader in passenger and freight rail safety". The vision statement identifies a number of strategic focus areas to achieve this including national consistency in the application of RISSB authorised safety standards and guidelines by industry, and the development of an industry safety risk model for national application.

ONRSR also provided input into the development of the "Rail industry safety strategy 2016–2020" which was released at the RISSB conference in April 2016. The strategy reflected the theme of the conference 'One Regulator. One Vision. One Industry'. ONRSR will continue to work with industry to support the implementation of the strategy and vision.

Industry safety risk model

During 2015–16, ONRSR continued to promote the need for an industry-led safety risk model as a basis to analyse operator safety data and benchmark performance. ONRSR continued to support RISSB in its work to establish this model, noting that the prototype was completed in December 2015.

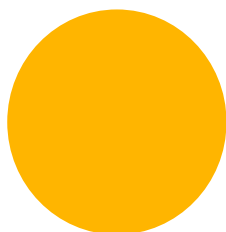
National data strategy

Work on a national data strategy which sets out the long term vision for safety data management, its use by industry and data required is on hold pending the development of an industry safety risk model and finalisation of short-term improvements to ONS1.

Rail Safety Worker guideline

ONRSR and industry have worked closely together in developing a guideline to help clarify the definitions of rail safety work and rail safety worker under Rail Safety National Law. The guideline will be completed in 2016.

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



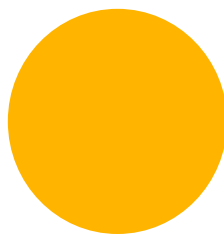
CONTEXT

During 2015–16 ONRSR continued to work closely with government representatives and regulators in states yet to enact Rail Safety National Law to support their transition to ONRSR. ONRSR has liaised with senior officials, trained new staff, developed business systems to support national regulatory operational needs and transitioned appropriate regulatory data.

Currently, participating jurisdictions in ONRSR include South Australia, Northern Territory, Tasmania, the ACT, Western Australia (as of November 2015) and, under SLA, NSW and Victoria. Queensland is preparing for transition.

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	2015–16 Result
Support legislative development to enable the RSNL to be passed through remaining state parliaments	• Ongoing	• Achieved – WA
Provide the business and human resource systems and processes that are aligned with transitional activities	• Aligned with transitional time-frames	• Achieved – WA*
Review of SLA with NSW and Victoria	• As mutually agreed	• Achieved – ongoing

KEY PERFORMANCE INDICATORS

- Western Australia and Queensland transition to ONRSR
- SLA arrangements in NSW and Victoria transitioned to direct ONRSR oversight

(See Appendix 1 for KPI report)

* Preparations made for Queensland which is scheduled for transition in 2016–17



ACHIEVEMENTS

The following provides more detail on Corporate Plan Goal 4 achievements which focus on Western Australia and Queensland.

Support for transition of Western Australia

During the year, legislation to enable Western Australia to be regulated by ONRSR was passed in the Western Australian Parliament. Western Australian rail safety staff formally transitioned to ONRSR in November 2015.

A range of support was provided to transitioning staff from Western Australia including training all officers on operational and organisational policies and procedures as well as core governance issues such as ONRSR and staff roles and responsibilities. Required systems were put in place to operate on the enactment of transition in November 2015 including access to ONRSR's document and information systems.

Support for transition of Queensland

Following the Minister's announcement in late 2015 of Queensland's decision to transition to ONRSR, ONRSR has been liaising with the Department of Transport and Main Roads on its drafting of Application Law to apply the Rail Safety National Law in Queensland. The Application Law (Bill) is scheduled for consideration by Queensland Parliament during 2016–17.

Discussions on Service Level Agreement in NSW

The NSW Government has agreed to a direct delivery model for regulatory oversight be introduced in NSW to replace the current SLA. ONRSR is currently working with the NSW Government to implement this as soon as possible.

Review of Service Level Agreement in Victoria

The Victorian Government is currently considering its position in relation to the continuation of regulatory oversight being delivered under the SLA or through a direct delivery model. ONRSR is providing input to this review as and when appropriate.

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



Passenger train passing MCG
Melbourne, Victoria

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	2015–16 Result
Work with industry to develop a work program to implement the Safety Improvement Policy	• Ongoing	• Ongoing
Develop the ONRSR annual safety improvement workplan	• Sep 2015	• Achieved
Complete the Safety Improvement Project on road rail vehicle safety and evaluate effectiveness of program	• Sep 2016	• Achieved
Publish ONRSR's Railway Crossings Policy	• Dec 2015	• Achieved
Publish the annual Rail Safety Report	• Annually	• Achieved
Publish Safety Bulletins	• Quarterly	• Not required

KEY PERFORMANCE INDICATORS

- Milestones achieved
- Safety improvement program workplan developed and implemented
- Individual project evaluation indicates an effective outcome was achieved
(See Appendix 1 for KPI report)

ACHIEVEMENTS

The following provides more detail on Corporate Plan Goal 5 achievements.

Targeted safety improvement initiatives delivered

ONRSR maintains a rolling workplan for safety improvement projects which are prioritised on areas of safety risk and where ONRSR can provide the most value.

During the year, work continued to develop a tool for ONRSR Rail Safety Officers to assess Safety Management System compliance (see page 21) as well as developing guidance for industry on fatigue risk management. Supporting checklists for ONRSR staff on compliance requirements for fatigue risk management and human factors integration into safety systems are also in development.

Work has also begun on three additional projects to assist operators on track worker safety, risk management practices and the quality of operator investigations. This work will continue in 2016–17.

Preparation of the ONRSR Rail Safety Report

The ONRSR Rail Safety Report 2014–15, published in December 2015, provides national rail safety data and analysis from which to assess national rail safety performance. The report lists key priorities for ONRSR focus which were addressed in its national operational workplan. The report is available on ONRSR's website at www.onrsr.com.au

Railway Crossings Policy

In June 2016, ONRSR published its Railway Crossings Policy which sets out ONRSR's expectations for the rail industry, road managers and governments to reduce the safety risk of railway crossings. The policy articulates ONRSR's 'no new railway crossings' position which aims to support decision-making in infrastructure design as well as decisions to close or upgrade existing crossings.



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

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 software to integrate record management across states and to continue the build of RegIS (Regulatory Information System), 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 2015–2018. Summary performance is outlined as follows:

MILESTONES

What	When	2015–16 Result
Develop a workforce plan for ONRSR that meets organisational needs as states continue to transition	• Plan – Dec 2015	• Achieved
Issue and analyse staff satisfaction survey	• Nov 2015	• Achieved
Identification of training and development needs across ONRSR's workforce supported by:	• Dec 2016	
• Implementation of a competency-based training program for all Rail Safety Officers		• Progressing
• Delivery of ONRSR learning and development plan		• Progressing
Deliver ONRSR's 2015–18 IM&T Strategic Plan	• Ongoing	• Achieved
Conduct review of national WHS requirements to ensure current and transitioning state needs are met	• Align with transitioning timeline	• Achieved
As part of ONRSR's governance program:		
• Enhance ONRSR's enterprise risk framework	• Ongoing	• Achieved
• develop and implement an ONRSR assurance program	• Dec 2015	• Achieved
Review current cost recovery arrangements and propose future methodology for the consideration of the Transport and Infrastructure Council	• Nov 2016	• Progressing

KEY PERFORMANCE INDICATORS

- Delivery of ONRSR staff learning and development plans
 - Staff satisfaction survey indicates positive support for the direction and culture of ONRSR
 - A model is developed and implemented to achieve the recovery of fees from industry
- (See Appendix 1 for KPI report)



ACHIEVEMENTS

The following provides more detail on Corporate Plan Goal 6 achievements.

Work, health and safety

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

During the year, the Executive endorsed a national Work Health and Safety (WHS) framework which articulates a national approach that recognises that each participating state operates under its state-based WHS legislation. There was continued focus on strengthening the WHS risk framework with the transition of Western Australia. A WHS and wellbeing plan is also being progressively implemented.

There were no work related injuries by ONRSR employees during 2015–16.

ONRSR system development

During the year, ONRSR continued to implement its 3 year rolling strategic plan for Information Management and Technology. Achievements during this financial year include:

- supporting the IM&T requirements for transitioning states, with Western Australia successfully transitioned in the period
- redevelopment and successful implementation of the RegIS module for accreditation, providing a national system for regulatory management
- a major technical upgrade of the corporate system, which provides finance, HR and payroll functionality
- renegotiation of the existing external contract for managed IT service provision, leading to an improved service provision at lower cost. The contract was extended for a further 2 years

Workforce plan

ONRSR finalised its strategic workforce plan which prioritises key areas for focus including building organisational culture and learning and development:

- One ONRSR Culture program

ONRSR recognises the importance of building and maintaining a national culture of shared values and behaviours. Following ONRSR's inaugural staff survey which identified both positive support for ONRSR as well as suggested improvements, a One ONRSR Culture program has been developed, led by the Executive, which is being progressively implemented. A major focus has been developing ONRSR's inaugural vision statement, reviewing and revising its values and identifying the associated behaviours. All staff had input to this process.

- 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 continued its phased approach to assessing core competencies for ONRSR Rail Safety Officers across ONRSR branches including determining their training needs. ONRSR also has e-learning modules available to assist staff in completing their required training.

Work has commenced on an organisation-wide learning and development framework incorporating all staff which will be progressively rolled out during 2016–17.

Governance and assurance

During the year, the ONRSR Executive approved a governance model and identified its priorities over forward years.

A key foundation of its governance model is enterprise risk management. ONRSR implemented a revised Enterprise Risk Framework which strengthened its risk management practices following a comprehensive review undertaken in 2014–15. An enterprise risk register is monitored on a regular basis by the Executive, the ONRSR (comprising the Chief Executive and non-Executive members) and Audit & Risk Committee. Each division actively monitors its divisional and associated enterprise risks using a nationally consistent approach.

Assurance of ONRSR good governance is delivered through established regular reporting, enterprise risk management and an internal audit program. During the year, three audits were conducted and their recommendations were endorsed by the Audit & Risk Committee. The committee regularly monitors the implementation of recommendations.

ONRSR's cost recovery model

The existing cost recovery provisions for ONRSR were agreed to in 2012 by the Transport and Infrastructure Council, which also agreed to a review of the provisions after three years in operation. During 2015–16, ONRSR consulted stakeholders on options for a revised cost recovery model to ensure equitable recovery under an efficient model. The review includes the development of a fee for major rail projects to better reflect and support the level of regulatory effort required for these projects and reduce cross-subsidisation. Work on the review is ongoing with proposals being referred to the Transport and Infrastructure Council in November 2016 for its consideration.

The following outlines participating ONRSR state specific activities and outcomes for 2015–16. Participating states work under a national regulatory work program. For more information on the national work program, see page 20.

ONRSR responds to rail safety incidents and conducts investigations as necessary to determine whether rail safety legislative breaches have occurred and to take action as deemed appropriate to rectify and/or improve rail safety management issues so as to ensure safety of the travelling public and rail staff.

The following summary refers to two types of investigations — 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.

Adelaide Metro tram in
North Terrace Adelaide,
South Australia

PART B: JURISDICTIONAL PERFORMANCE

B

SOUTH AUSTRALIA

RAIL INDUSTRY CONTEXT

As at 30 June 2016 there were 45 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) 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 comprising approximately 1870 kilometres of track that covers the main line to Darwin (linking with the ARTC network at Tarcoola as well as the residual networks throughout regional South Australia).

SIGNIFICANT REGULATORY ACTIVITIES

In addition to routine auditing, inspections, site visits and network patrols, areas of focus for ONRSR in South Australia during the period included:

- continuing to assess the Australian Rail Track Corporation's application for variation of accreditation to implement the Advanced Train Management System (ATMS) as the safeworking system between Port Augusta and Whyalla. Testing and trials are to take place in 2016–17.
- undertaking an SMS review program across the tourist and heritage sector with site visits conducted in metropolitan and regional areas of South Australia. ONRSR provided each operator with a detailed report that analysed their current SMS against legislative requirements.

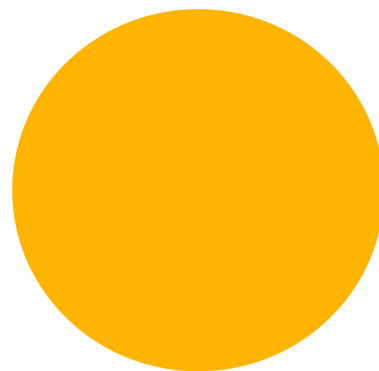
ONRSR hosted a Branch Operations Forum in Adelaide in November 2015 which was well attended by RTOs from South Australia, Tasmania and the Northern Territory. ONRSR informed operators of issues arising from its 2015 audit and inspection program. The Chief Executive of RISSB also provided a presentation.

INCIDENT RESPONSE

During the reporting period, ONRSR responded to the following significant safety incidents in South Australia:

- derailment of a Pichi Richi empty passenger train at Stirling North, near Port Augusta on 8 September 2015. ONRSR required Pichi Richi Railway to undertake an investigation which identified that a cracked axle was the primary cause of the derailment. ONRSR also conducted an investigation. The operator has now introduced the required corrective actions, including non-destructive testing of rolling stock axles. ONRSR continues to monitor Pichi Richi Railway's implementation of its corrective actions.
- derailment of a SteamRanger empty passenger test train at Gemmels in the Adelaide Hills on 12 September 2015. ONRSR requested SteamRanger to undertake an investigation which identified a number of corrective actions required in regard to track condition and inspection. ONRSR officers have met with the SteamRanger Board of Management to secure commitment to the corrective actions and continues to monitor their implementation.
- two Genesee & Wyoming Australia freight train derailments that occurred near Marla, north-west South Australia, on 31 October due to track deficiencies and Marryat, northwest of Adelaide, on 10 January 2016 due to axle bearing failure. The corrective actions identified by Genesee & Wyoming Australia will be the subject of ongoing ONRSR monitoring during 2016–17.

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Grain loading
operation Narromine,
New South Wales

NEW SOUTH WALES

RAIL INDUSTRY CONTEXT

As at 30 June 2016 there were 84 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:

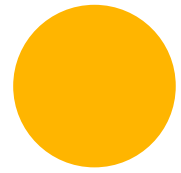
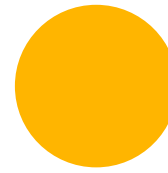
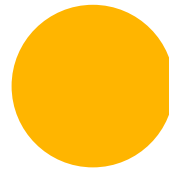
- the Metropolitan Rail Area (MRA) - centred in Sydney under the management and control of Sydney Trains. It is used mainly by Sydney Trains for urban passenger services and NSW TrainLink for intercity and country services, but also carries intra and interstate freight trains.
- the approximately 4,693 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 (CRN). It is owned by the NSW Government and managed by John Holland Rail (JHR). 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 (below).
- 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 import/export containerised freight.

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SIGNIFICANT REGULATORY ACTIVITIES

In addition to routine auditing, inspection activities and site visits, areas of focus for ONRSR in NSW during the period have been:

- ongoing compliance monitoring of railway organisations providing maintenance of safety critical rolling stock components under contract to accredited rolling stock operators
- commencing a compliance program to monitor labour hire agencies' provision of safe working resources to rail industry
- commencing a compliance program on the ability of engineering organisations to meet their duty of care obligations under Rail Safety National Law during the design, construction and commissioning of railway assets and systems.

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Early input into state-significant major projects has also been provided to the following major rail projects:

- **Sydney Metro Northwest**

Sydney Metro Northwest will be the first fully-automated metro rail system in Australia. Sydney Metro Northwest will deliver eight new railway stations and 4,000 commuter car parking spaces to Sydney's growing north west.

- **Sydney Metro Southwest**

Sydney Metro Southwest is the second stage of Sydney Metro. It will extend metro rail from the end of Sydney Metro Northwest at Chatswood and then under Sydney Harbour, through new underground stations in the CBD and south-west to Bankstown.

- **Light Rail – Parramatta and Newcastle**

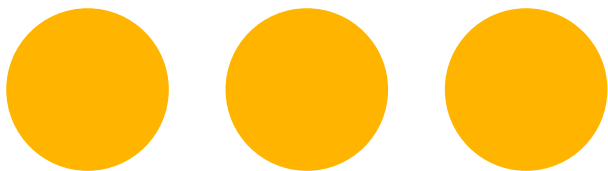
Newcastle Light Rail is 2.7 kilometres of light rail track from the new transport interchange at Wickham to Pacific Park.

Parramatta Light Rail will be over 20 kilometres long, providing reliable public transport to link residential, employment, cultural and education precincts.

- **Sydney Light Rail**

The CBD and South East Light Rail is a new light rail network for Sydney, currently under construction. The 12km route will feature 19 stops, extending from Circular Quay along George Street to Central Station, through Surry Hills to Moore Park, then to Kensington and Kingsford via Anzac Parade, and Randwick via Alison Road and High Street.

ONRSR also hosted three Branch Operator Forums in NSW in July and November 2015 and March 2016. Representatives from 14 RTOs, the Rail Tram and Bus Union and the Office of Transport Safety Investigation are invited to each forum. Issues discussed included emergency management planning, ONRSR's Major Projects Guideline, ONRSR's safety improvement projects and drug and alcohol testing regulation.



Tram leaving Central Station Sydney, New South Wales

INCIDENT RESPONSE

During the reporting period, ONRSR responded to the following significant safety incidents in NSW, a number of which resulted in a compliance investigation being undertaken:

- on 23 September 2015, two locomotives were uncoupled from a freight train in a yard at the Sydney Freight Terminal. One hour later, the locomotives ran uncontrolled onto the main line for approximately 200 metres. There was no damage to rolling stock and infrastructure. The investigation has identified the incident was the result of unauthorised and unqualified staff assisting in shunting activities contrary to procedures. The operator has since issued instructions to reinforce these procedures.
- on 8 March 2016, a set of 26 wagons moved after being left temporarily on the Port Botany arrival road. A crew member attempted to stop the wagons and subsequently suffered injuries to his foot which required hospitalisation. The wagons travelled in an uncontrolled state for approximately 420 metres before colliding with a stationary locomotive which was then pushed for approximately 10 metres before coming to a stand. ONRSR's investigation includes a review of how the operator applied its Safety Management System with respect to risk identification, training and monitoring of train stabling operations. The investigation is ongoing.
- on 18 June 2016, a signal electrician was struck by a train and fatally injured at Clyde. ONRSR officers attended the incident site and a compliance investigation is underway.
- on 1 August 2015, there was a near hit involving track workers conducting a walking track inspection near Kogarah Station, Sydney. ONRSR's investigation found that the workers failed to comply with the applicable rules and procedures. The operator has been advised of the investigation findings and requested to provide advice on actions taken to prevent a recurrence.
- on 18 October 2015, a freight train derailed at Sefton Junction, southern Sydney. The operator's investigation found the derailment occurred due to a lack of adequate maintenance. ONRSR has initiated an investigation and is requiring the responsible Rail Infrastructure Manager to provide advice on actions taken to address maintenance issues.
- on 19 December 2015, a worker was injured when a passing train was struck by an object at a worksite at Telarah, Maitland. ONRSR's investigation found inadequacies with protection arrangements at the worksite as well as with monitoring and supervision. ONRSR has written to the operators involved advising of ONRSR's investigation findings and seeking advice on actions taken to prevent recurrence.
- on 19 January 2016, a single wagon of an empty coal train derailed at Denman, upper Hunter Valley whilst travelling on the Ulan Line. The wagon travelled in a derailed state for 700 metres and then re-railed at the Rosemount level crossing. The train crew were unaware of the derailment and continued for approximately 50 kilometres before being directed to stop in the Bylong Loop. ONRSR has initiated an investigation and is following up on a number of issues with the operator. The investigation is continuing.

A number of operational investigations were also undertaken in NSW:

AUSTRALIAN CAPITAL TERRITORY

ACT

T



Freight train at Lake Bathurst, Australian Capital Territory

(image supplied by Les Coulton of Canberra Railway Museum)

RAIL INDUSTRY CONTEXT

As at 30 June 2016 there were 8 operators accredited by the National Rail Safety Regulator under Rail Safety National Law for operations in the Australian Capital Territory (ACT).

There is one primary network in the ACT. It comprises the Canberra to Queanbeyan railway line linking with the CRN operated by John Holland Rail. NSW TrainLink operates passenger rail services from NSW into the ACT.

The ACT Division of the Australian Railway Historical Society also operates a tourist and heritage passenger service and a freight rail service.

The ACT Government announced the Canberra Metro consortium as the successful tenderer for the construction and operation of a light rail service between Gungahlin and Civic, Canberra. Preliminary works for construction are expected to commence in early 2016–17.

SIGNIFICANT REGULATORY ACTIVITIES

In addition to routine auditing and inspection activities, a key area of focus for ONRSR in the ACT during the period has been the ongoing involvement of ONRSR in the following significant rail project:

• Canberra light rail project

The Canberra light rail project is a 12-kilometre route from the City to Gungahlin, along Northbourne Avenue and Flemington Road. The project will build 13 stops over the 12 kilometre route and is scheduled for operation in early 2019.

The application for accreditation for construction of the light rail was under assessment at the end of the reporting period.

INCIDENT RESPONSE

During this reporting period, there were no significant collisions, derailments or incidents resulting in fatality or serious injury within the ACT that required the attendance of ONRSR officers.

VICTORIA



RAIL INDUSTRY CONTEXT

As at 30 June 2016 there were 49 operators accredited by the National Rail Safety Regulator under Rail Safety National Law for operations in Victoria.

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.
- commercial regional rail operator V/Line has a network consisting of 5 short haul and 8 long haul lines totalling 1747 kilometres.
- the ARTC freight network, predominantly two standard gauge lines (with some branch lines) consisting of approximately 1332 kilometres of track.
- various tourist & heritage rail operators.

SIGNIFICANT REGULATORY ACTIVITIES

During 2015–16, the Victoria Branch focused on the core functions of accreditation and compliance as well as providing early input into the following significant state rail projects:

• Melbourne Metro Rail

The project will deliver two 9-kilometre rail tunnels travelling underneath Swanston Street in the CBD, as part of a new Sunbury to Cranbourne/Pakenham line, new underground stations at Arden, Parkville, CBD North, CBD South and Domain, train/tram interchanges at Parkville and Domain and rail tunnel entrances at Kensington and South Yarra.

• High Capacity Signalling

This project comprises the development of a High Capacity Signalling (HCS) system for the metropolitan rail network and trial of this system on a section of the network. It is also intended that HCS will be included in the Melbourne Metro Rail Project.

• High Capacity Metro Trains

The project comprises the delivery of 65 new High Capacity Metro Trains (HCMT).

The trains are planned to have a capacity of 1100 passengers with the first scheduled for delivery by November 2018.

• Level Crossing Grade Separation Project

The scope of the project is to remove 50 level crossings in the Melbourne metropolitan rail network over the next eight years, with at least 20 level crossings to be completed by 2018.



Puffing Billy
Belgrave,
Victoria

INCIDENT RESPONSE

During the reporting period, ONRSR responded to the following significant safety incidents in Victoria:

- On 11 July 2015, a V/Line train travelling on the Albury line was involved in an overspeed incident at Wallan in north-east Victoria. As a result, some passengers suffered minor injuries. The line operator, the Australian Rail Track Corporation, and rail operator, V/Line Pty Ltd have provided requested investigation reports to ONRSR and administrative controls have since been put in place. ONRSR has also requested the operator to investigate whether train protection equipment should be installed. V/Line is seeking to progress this work.
- On 2 October 2015 a track worker was struck by a Melbourne Trains Metropolitan (MTM) passenger service near Laverton railway station. The track worker received serious head injuries. The accident is currently under investigation by ONRSR.
- On 14 January 2016 a V/Line train had loss of detection in a track circuit section on approach to the Progress Street level crossing in Melbourne. The booms had descended; however, the loss of detection resulted in the boom gates beginning to rise as the train approached the crossing. As a result of this incident, MTM prevented VLocity trains from operating on a number of its lines. ONRSR worked closely with both V/Line and MTM to effect an engineering solution that allowed V/Line services to resume normal operations across the network.



TasRail
coal train,
Tasmania

TASMANIA

RAIL INDUSTRY CONTEXT

As at 30 June 2016 there were 15 operators accredited by the National Rail Safety Regulator under Rail Safety National Law for operations in Tasmania.

Tasmania's 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 and passenger numbers.

SIGNIFICANT REGULATORY ACTIVITIES

In addition to routine auditing and inspection activities, ONRSR has focused on liaising and providing advice to the tourist and heritage sector.

ONRSR also provided a submission and verbal evidence to the Tasmanian Legislative Council Inquiry into TasRail regarding its proposal for the operation of tourist and heritage passenger trains on the TasRail network.



INCIDENT RESPONSE

During the year, a number of incidents in Tasmania required ONRSR's response:

- a collision by a Don River Railway railcar and a buffer stop at Coles Beach on 6 July 2015 while being used for passenger operations. ONRSR worked with the operator and identified the cause of the collision as a braking issue. A Prohibition Notice was issued on 7 July 2015, prohibiting the use of DP and PT class railcars. ONRSR is now satisfied the problem has been resolved and cancelled the Notice on 30 November 2015.
- a derailment of a TasRail freight train between Colebrook and Turnbridge on 6 August 2015 which was the result of a track defect. At the time of this derailment, ONRSR had been informed about TasRail's program to improve its inspection regime and changes being implemented that will assist in the detection and early management of track defects, including the specific type that contributed to this derailment. As a result, no further immediate action was taken by ONRSR.

A
S

T

NORTHERN TERRITORY



Railway track
near Alice Springs,
Northern Territory

N

RAIL INDUSTRY CONTEXT

As at 30 June 2016 there were 11 operators accredited by the National Rail Safety Regulator under Rail Safety National Law for operations in the Northern Territory.

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

The focus for ONRSR in the Northern Territory during the period has been the ongoing routine auditing and inspection activities, principally involving Genesee & Wyoming Australia and Great Southern Rail, and network patrols across the territory to ensure operators remain informed of rail safety legislative requirements and guidance.

INCIDENT RESPONSE

During this reporting period there were no significant collisions, derailments or incidents resulting in fatality or serious injury within the Northern Territory that required the attendance of ONRSR officers.

T

W



Railway crossing
Pilbara, Western
Australia

WESTERN AUSTRALIA

RAIL INDUSTRY CONTEXT

As at 30 June 2016 there were 42 operators accredited by the National Rail Safety Regulator under Rail Safety National Law for operations in Western Australia.

The ONRSR-regulated rail industry in Western Australia comprises the following primary networks:

- Public Transport Authority of Western Australia (PTA) has a metropolitan commercial passenger network consisting of 395 kilometres of track. PTA also operates regional passenger services utilising the network of Brookfield Rail Pty Ltd comprising AvonLink (East Perth – Northam), MerredinLink (East Perth – Merredin), the Prospector (East Perth – Kalgoorlie) and Australind (Perth – Bunbury).
- Great Southern Railway Ltd uses the Defined Interstate Rail Network (DIRN) for its operation of the Indian Pacific between South Australia and East Perth. It is managed by ARTC (Deakin to Kalgoorlie) and Brookfield Rail Pty Ltd (Kalgoorlie – East Perth).
- Two major networks in Western Australia are used for the transportation of general containerised goods, agricultural products and minerals. They consist of:
 - the ARTC interstate network of approximately 787 kilometres of optimised standard gauge track along the DIRN between Kalgoorlie and Deakin
 - the Brookfield Rail Pty Ltd network consisting of approximately 5,543 kilometres of predominantly narrow gauge track. Brookfield's network also includes the western most portion of the DIRN between Kalgoorlie and East Perth, which is standard gauge.

Other smaller-scale freight networks in Western Australia include Karara Rail Pty Ltd, a commercial iron ore rail line in the Mid West region and Mid West Ports Authority in Geraldton.

Several commercial networks exist in the Pilbara region used for the transportation of iron ore from mines to ports. Major operators consist of:

- Pilbara Iron Pty Ltd (Rio Tinto): Its network consists of approximately 1,782 kilometres of track
- The Pilbara Infrastructure Pty Ltd (Fortescue Metals Group Ltd): Its network consists of approximately 673 kilometres of track
- Roy Hill Infrastructure Pty Ltd: Its network consists of approximately 395 kilometres of track
- BHP Billiton Iron Ore Pty Ltd: Its network consists of approximately 1,342 kilometres of track
- Various tourist and heritage rail operators are distributed sporadically, predominantly in the South West region and the outer metropolitan area of Perth.



SIGNIFICANT REGULATORY ACTIVITIES

In addition to routine auditing, inspection activities and site visits and reviewing and finalising work handed over from the former Office of Rail Safety, areas of focus for ONRSR in Western Australia during the period have been:

- conducting assessments supporting the accreditation of CSBP Limited, Downer EDI Works Pty Ltd, Golden Mile Loopline Railway Society, Laing O'Rourke Australia Construction Pty Ltd; and Shire of Dowerin (Wheatbelt Heritage Rail project)
- providing regulatory oversight of a number of ongoing railway projects including:
 - Pilbara Iron Pty Ltd (Rio Tinto)'s Autohaul (driverless train) project
 - the introduction of the new rule books for PTA in November 2015 and Brookfield Rail Pty Ltd in May 2016
 - the development of Roy Hill Infrastructure Pty Ltd from construction project to production operation and the movement of train control to a central location in Perth
 - insourcing of rail maintenance activity from John Holland Pty Ltd as principal contractor by Brookfield Rail Pty Ltd.
 - liaising with the Public Transport Authority on the Forrestfield Airport Link project which will deliver a new 8.5 kilometre train line mostly in tunnel and three new stations connecting the Forrestfield area to the city of Perth. The project is currently forecast to be operational by 2020.

INCIDENT RESPONSE

During the year, a number of incidents in Western Australia required ONRSR's response. These included the following:

- the derailment of 39 wagons between Rawlinna and Narreetha on the Trans-Australian line on 4 December 2015 which caused significant damage to 600 metres of track and a fire in the diesel motor of the refrigerated food van.
- the derailment of two locomotives and six wagons at Rawlinna on the Trans-Australian line on 21 April 2016. The subsequent rollover caused facial injuries to a crew member and significant damage to railway infrastructure. An investigation is currently being undertaken by ONRSR.

FINANCIAL SUMMARY 2015-16

ONRSR's detailed audited financial statements are on page 48 of this annual report.

ONRSR showed a net surplus of \$0.723 million for the financial year ending 30 June 2016. The surplus was attributable to the delay in Western Australia transitioning in to ONRSR, Drug and Alcohol monies not fully spent and additional interest revenues.

The major income items were fees and charges and (\$32.289 million). This item increased by \$1.594 million on 2014–15 due largely to Western Australia transitioning to ONRSR in November 2015.

There were two major expenditure items. The first was Service Level Agreement payments for both ONRSR's NSW and Victoria Branches (\$19.435 million). These were paid to the Independent Transport Safety Regulator and Transport Safety Victoria respectively. The second major item was employee benefit expense (\$8.304 million). The increase in expenses from 2014–15, is largely due to the transitioning of Western Australia.

As referred to in the Statement of Financial Position, the cash and cash equivalents balance (\$11.707 million) includes the balance of monies held for transition costs (\$0.918 million) which will not be used for general operations. The increase in cash and cash equivalents on 2014–15 is largely due to the current year surplus and the quarterly Victoria Service Level Agreement expense, accrued but not yet paid as at 30 June 2016.

FINANCIAL REPORT





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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 Schedule to 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 2016. The financial report comprises:

- a Statement of Comprehensive Income for the year ended 30 June 2016
- a Statement of Financial Position as at 30 June 2016
- a Statement of Changes in Equity for the year ended 30 June 2016
- a Statement of Cash Flows for the year ended 30 June 2016
- 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.

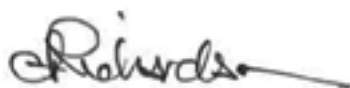
An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. 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 evaluating 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.

My report refers only to the financial statements described above and does not provide assurance over the integrity of publication of the financial report on the Office of the National Rail Safety Regulator's website nor does it provide an opinion on any other information which may have been hyperlinked to/from these statements.

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 2016, 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 stroke extending to the right.

Andrew Richardson

Auditor-General

13 September 2016

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 2016 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

7 / 9 / 2016


.....
Executive Director - Corporate

7 / 9 / 2016

The Office of the National Rail Safety Regulator

Statement of Comprehensive Income

For the year ended 30 June 2016

		2016	2015
	Note	\$'000	\$'000
Expenses:			
Employee benefits expenses	4	8,304	6,677
Supplies and services	5	3,799	3,315
Service level agreement	6	19,435	19,626
Depreciation and amortisation	7	390	364
Net loss from the disposal of non-current and other assets	8	4	146
Other expenses	9	10	19
Total expenses		31,942	30,147
Income:			
Revenues from fees and charges	10	32,289	30,695
Interest revenues	11	312	352
Other income	12	64	4
Total income		32,665	31,051
Net result		723	904
Total comprehensive result		723	904

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 2016

	Note	2016 \$'000	2015 \$'000
Current assets:			
Cash and cash equivalents	13	11,707	8,300
Receivables	14	822	2,358
Total current assets		12,529	10,658
Non-Current assets			
Property, plant and equipment	15	865	891
Intangible assets	16	2,515	1,706
Total Non-Current assets		3,380	2,597
Total assets		15,909	13,255
Current liabilities:			
Payables	17	3,379	2,467
Employee benefits	18	1,196	912
Other liabilities	19	2,071	1,382
Total current liabilities		6,646	4,761
Non-Current liabilities:			
Employee benefits	18	217	171
Total Non-Current liabilities		217	171
Total liabilities		6,863	4,932
Net assets		9,046	8,323
Equity:			
Retained earnings		8,128	7,344
Reserve for transition expenses		918	979
Total equity	20	9,046	8,323
Provisions	21		
Unrecognised contractual commitments	22		
Contingent assets and liabilities	23		

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 2016

		Reserve for Transition expenses	Retained earnings	Total
	Note	\$'000	\$'000	\$'000
Balance at 30 June 2014		2,880	4,539	7,419
Net result for 2014-15		-	904	904
Transfer between equity components		(1,901)	1,901	-
Balance at 30 June 2015		979	7,344	8,323
Transfer between equity components		(61)	61	-
Net result for 2015-16		0	723	723
Balance at 30 June 2016	20	918	8,128	9,046

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 2016

		2016 Inflows (Outflows) \$'000	2015 Inflows (Outflows) \$'000
Cash flows from operating activities	Note		
Cash outflows			
Employee benefit payments		(8,220)	(6,630)
Payments for supplies and services		(4,704)	(3,718)
Payments of service level agreement		(17,934)	(18,161)
Payments for paid parental leave scheme		(14)	(9)
Other Payments		(12)	0
Cash used in operations		(30,884)	(28,518)
Cash inflows			
Fees and charges		34,771	31,180
Interest received		311	349
GST recovered from the ATO		541	932
Receipts for paid parental leave scheme		12	11
Other receipts		183	4
Cash generated from operations		35,818	32,476
Net cash provided by (used in) operating activities		4,934	3,958
Cash flows from investing activities			
Cash outflows			
Purchase of property, plant and equipment		(435)	(197)
Purchases of intangibles		(1,092)	(1,250)
Cash generated from investing activities		(1,527)	(1,447)
Cash used in investing activities		(1,527)	(1,447)
 Net increase (decrease) in cash and cash equivalents		 3,407	 2,511
 Cash and cash equivalents at 1 July 2015		 8,300	 5,789
Cash and cash equivalents at 30 June 2016	13	11,707	8,300

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 been 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 (Reduced Disclosure Requirements).

The Office of the National Rail Safety Regulator (ONRSR) has applied Australian Accounting Standards that are applicable to ONRSR.

Australian Accounting Standards 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 2016. 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 exercise 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 period 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 2016 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, fringe benefits tax, goods and services tax (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 Australian Taxation Office, 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 amount of GST included.

The GST recoverable from, or payable to, the Australian Taxation Office 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 Australian Taxation Office 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 Australian Taxation Office. If GST is not payable to, or recoverable from, the Australian Taxation Office 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 30 June 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 payment for Freedom of Information requests, rent recovery and insurance claims.

(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.

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, on an annual basis.

The Office of the National Rail Safety Regulator

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.

The value of leasehold improvements is amortised over the estimated useful life of each improvement, or the unexpired period of the relevant lease, whichever is shorter.

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	3 - 10
Intangible assets	3 - 5
Leasehold improvements	Life of Lease

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 twelve 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 items combine amounts expected to be realised within twelve months and more than twelve months, the Office of the National Rail Safety Regulator has separately disclosed the amounts expected to be recovered or settled after more than twelve months.

(i) 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.

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 after allowing for 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.

The Office of the National Rail Safety Regulator

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 finite or indefinite. The Office of the National Rail Safety Regulator only has intangible assets with finite lives. The amortisation period and the amortisation method for intangible assets is reviewed on an annual basis.

The acquisition of or internal development of software is capitalised only when the expenditure meets the definition criteria (indefinitely, control and the existence of future economic benefits) and recognition criteria (probability of future economic benefits and cost can be reliably measured) and when the amount of expenditure is greater than or equal to \$5,000.

(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 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, WorkCover levies and superannuation contributions in respect to outstanding liabilities for salaries and wages, long service leave and annual leave.

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 reporting date relates to any contributions due but not yet 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.

The Office of the National Rail Safety Regulator

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.

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.

• Long Service Leave

This amount has been calculated in accordance with AASB119.

The estimated 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.

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. It also includes Freedom of Information Fees received in advance.

(i) 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 2015-16.

Australian Accounting Standards 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 2016. 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 apart from those described for leases.

The Office of the National Rail Safety Regulator

AASB 16 Leases will apply for the first time to the 30 June 2020 financial report. This standard will require ONRSR to recognise all leased items in the statement of financial position as assets representing the value of items leased and as liabilities representing the expected future lease payments.

4. Employee benefits expenses

	2016	2015
	\$'000	\$'000
Salaries and wages	6,453	5,189
Long service leave	213	104
Annual leave	549	504
Employment on-costs - superannuation	666	537
Employment on-costs - other	396	314
Workers compensation	27	29
Total employee benefits expenses	8,304	6,677

Remuneration of employees

	2016	2015
	Number	Number
The number of employees whose remuneration received or receivable falls within the following bands:		
\$145,001 to \$155,000	4	2
\$155,001 to \$165,000	2	1
\$165,001 to \$175,000	0	1
\$175,001 to \$185,000	1	0
\$215,001 to \$225,000	0	2
\$245,001 to \$255,000	1	2
\$255,001 to \$265,000	1	1
\$305,001 to \$315,000	2	0
\$315,001 to \$325,000	0	2
\$395,001 to \$405,000	1	0
Total number of employees	12	11

The table includes all staff who received remuneration equal to or greater than the base executive remuneration level during the year. Remuneration of employees reflects all costs of employment including salaries and wages, payments in lieu of leave, superannuation contributions, salary sacrifice benefits, fringe benefits and any fringe benefits tax paid or payable in respect of those benefits. The total remuneration received by these employees for the year was \$2.638 million (\$2.472 million).

5. Supplies and services

	2016	2015
	\$'000	\$'000
Travelling expenses	695	563
Information Technology	1,158	1,048
Insurance	299	289
Property	867	636
Contractors fees	96	271
Other	684	508
Total supplies and services	3,799	3,315

The total supplies and services amount disclosed includes GST amounts not recoverable from the ATO due to The Office of the National Rail Regulator not holding a tax invoice or payments relating to third party arrangements.

The Office of the National Rail Safety Regulator

Consultants

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

	2016		2015	
	Number	\$'000	Number	\$'000
Below \$10,000	9	27	9	32
Above \$10,000	4	182	0	0
Total paid/payable to consultants	13	209	9	32

Auditors remuneration

	2016	2015
	\$'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)	57	43
Total Audit fees	57	43

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

6. Service level agreement

	2016	2015
	\$'000	\$'000
Payment under Service Level Agreement with NSW	13,431	13,767
Payment under Service Level Agreement with VIC	6,004	5,859
Total Service Level Agreement	19,435	19,626

7. Depreciation and amortisation

	2016	2015
	\$'000	\$'000
Fixtures and fittings	29	21
Computer Equipment	51	40
Computer Software	283	303
Leasehold Improvements	27	0
Total depreciation and amortisation	390	364

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

	2016	2015
	\$'000	\$'000
Computer Equipment:		
Proceeds from disposal	0	0
Less net book value of assets disposed	4	0
Total Net loss from disposal of computer equipment	4	0
Intangible assets:		
Proceeds from disposal	0	0
Less net book value of assets disposed	0	146
Total Net loss from disposal of intangible assets	0	146
Total Net loss from disposal	4	146

9. Other expenses

	2016	2015
	\$'000	\$'000
Bad debts and allowances for doubtful debts (refer note 14)	10	19
Total other expenses	10	19

The Office of the National Rail Safety Regulator

10. Revenue from fees and charges

	2016	2015
	\$'000	\$'000
Revenue from accreditations	95	100
Revenue from annual fees from industry and government	32,194	30,595
Total revenue from fees and charges	32,289	30,695

11. Interest revenues

	2016	2015
	\$'000	\$'000
Interest received	312	352
Total interest revenues	312	352

12. Other income

	2016	2015
	\$'000	\$'000
Rent recovery	37	0
Freedom of Information Fees	1	0
Insurance claim	15	0
Doubtful debts recovered	9	0
Salary Sacrificing Refund	0	4
Sundry Income	2	0
Total other revenue	64	4

13. Cash and cash equivalents

	2016	2015
	\$'000	\$'000
Cash at bank and on hand	11,707	8,300
Total cash and cash equivalents	11,707	8,300

Included in the above amount is monies held for transition cost (\$0.918 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.

14. Receivables

	2016	2015
	\$'000	\$'000
Receivables	325	1,882
Less allowance for doubtful debts	-11	-19
Prepayments	395	314
Accrued interest	9	9
Accrued Income	6	0
Security Deposit	7	0
GST input tax receivable	91	172
Total Receivables	822	2,358

The Office of the National Rail Safety Regulator

Movement in the allowance for doubtful debts .

The allowance for doubtful debts (allowance for impairment loss) is recognised when there is objective evidence (i.e. 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.

	2016	2015
	\$'000	\$'000
Movements in the allowance for doubtful debts (impairment loss)		
Carrying amount at the beginning of the period	19	12
Increase in the allowance	10	19
Amounts written off	-9	-12
Amounts recovered during the year	-9	0
Carrying amount at the end of the period	11	19

15. Property, plant and equipment

	2016	2015
Leasehold Improvements		
At cost	398	0
Accumulated depreciation	-27	0
Total leasehold improvements	371	0
Fixtures and fittings:		
At cost	406	245
Accumulated depreciation	-85	-56
Total fixtures and fittings	321	189
Work In Progress (Fixtures and fittings):		
At Cost	0	568
Total Work in Progress (Fixtures and fittings)	0	568
Total Fixtures and fittings (including work in progress)	321	757
Computer equipment:		
At cost	316	231
Accumulated depreciation	-143	-97
Total computer equipment	173	134
Total property, plant and equipment	865	891

Impairment

There were no indications of impairment of property, plant and equipment at 30 June 2016.

The Office of the National Rail Safety Regulator

16. Intangible assets

	2016 \$'000	2015 \$'000
Computer Software		
Internally developed computer software	1,927	0
Accumulated amortisation	-48	0
Other computer software	791	1,122
Accumulated amortisation	-470	-366
Total Computer software	2,200	556
Work In Progress (Intangibles):		
At Cost	315	1,150
Total Work in Progress (Intangibles)	315	1,150
Total Intangible assets	2,515	1,706

The internally developed computer software relates to the development of a regulatory accreditation model (Regis) that provides the Office of the National Safety Regulator with a national database of all accredited, registered and exempt entities.

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 2016.

Asset movement reconciliation 2016

	Leasehold Improvements \$'000	Fixtures and fittings \$'000	Computer equipment \$'000	Intangible assets \$'000	Total \$'000
2016					
Carrying amount at 1 July 2015	0	757	134	1,706	2,597
Additions at cost	0	0	85	777	862
Additions work in progress	0	0	0	315	315
Reclassification of prior year work in progress	398	-407	9	0	0
Disposals	0	0	-4	0	-4
Depreciation/amortisation	-27	-29	-51	-283	-390
Carrying amount at 30 June 2016	371	321	173	2,515	3,380

17. Payables

	2016 \$'000	2015 \$'000
Current:		
Creditors	238	764
Accrued expenses	3,085	1,665
Employee on-costs	47	36
Paid Parental Leave Scheme payable	0	2
GST Payable	9	0
Total current payables	3,379	2,467

The Office of the National Rail Safety Regulator

18. Employee benefits

	2016	2015
	\$'000	\$'000
Current		
Accrued salaries and wages	126	117
Annual Leave	815	703
Long service leave	255	92
Total current employee benefits	1,196	912
Non-Current		
Long service leave	217	171
Total non-current employee benefits	217	171
Total Employee benefits	1,413	1,083

AASB 119 contains the calculation methodology for long service leave liability. AASB 119 requires the use of the yield on long-term Commonwealth Government bonds as the discount rate in the measurement of the long service leave liability. The yield on long-term Commonwealth Government Bonds has decreased from 2015 (3.79%) to 2016 (3.49%).

The decrease in the bond yield, which is used as the rate to discount future long service leave cash flows, results in an increase in the reported long service leave liability.

The Office of the National Rail Safety Regulator decreased the salary inflation rate for long service leave from 2015 (2.2%) to 2016 (2.0%) and no change was applied to the salary inflation rate for annual leave.

The net financial effect of the changes in the current financial year is an increase in the long service leave liability and employee benefits expense, and the effect was immaterial. The impact on future periods is impracticable to estimate as the long service leave liability is calculated using a number of assumptions.

19. Other liabilities

	2016	2015
	\$'000	\$'000
Current		
Unearned revenue	2,071	1,382
Total current other liabilities	2,071	1,382

20. Equity

	2016	2015
	\$'000	\$'000
Retained Earnings	8,128	7,344
Reserve for transition expenses	918	979
Total Equity	9,046	8,323

An amount of \$0.918 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.

21. Provisions

There are no unsettled workers compensation claims

The Office of the National Rail Safety Regulator

22. Unrecognised contractual commitments

Capital Commitments

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

Expenditure commitments - Other

	2016	2015
	\$'000	\$'000
Within one year	1,399	125
Later than one year but no longer than five years	270	0
Total other commitments	1,669	125

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

Operating lease commitments

	2016	2015
	\$'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	746	684
Later than one year but no longer than five years	852	1,291
Later than five years	966	1,181
Total operating lease commitments	2,564	3,156

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.

23. Contingent assets and liabilities

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

24. Remuneration of board and committee members

Members during the 2015 - 2016 financial year were:

ONRSR Board

* Ms Susan McCarrey
Ms Catherine Scott
Mr Peter Batchelor

Audit & Risk Committee

Ms Catherine Scott
Mr Malcolm Renney

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

	2016	2015
	Number	Number
\$1 - \$9,999	1	1
\$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, fringe benefits and any fringe benefits tax paid or payable in respect of those benefits. The total remuneration received or receivable by members was \$134,259 (\$134,360).

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

The Office of the National Rail Safety Regulator

25. 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 include 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 carrying amounts of each of the following categories of financial assets and liabilities measured at cost are detailed below:

Table 25.1

Financial instrument	Note	2016		2015	
		Carrying amount	Fair value	Carrying amount	Fair value
		\$'000s	\$'000s	\$'000s	\$'000s
Financial assets:					
Cash and cash equivalents	13	11,707	11,707	8,300	8,300
Receivables* **	14	327	327	1,863	1,863
		12,034	12,034	10,163	10,163
Financial liabilities:					
Payables*	17	3,267	3,267	2,384	2,384
Other Liabilities	19	2,071	2,071	1,382	1,382
		5,338	5,338	3,766	3,766

* 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 levies, tax and equivalents etc. they would be excluded from the disclosure. The standard defines contract as enforceable by law. All amounts recorded are carried at cost (not materially different from amortised cost).

** Receivables amount disclosed here excludes prepayments. Prepayments are presented in note 14 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.

26. Events after the reporting period

There have been no significant events after the reporting period.



APPENDIX 1

KEY PERFORMANCE INDICATORS

GOAL 1: Maintain and improve rail safety regulation through a risk-based approach to regulation

KPI	Measure	Definition	‘13–‘14	‘14–‘15	‘15–‘16	Comment
Delivery of national operations workplan of audits and inspections	% of National Operations workplan completed to schedule	“Completed“ refers to activities completed as per originating endorsed Plan within original time-frames. The Plan is for the calendar year. It does not include additional activities added during the year.	94%	86.5%	82.6%	Target is 80% to allow for flexibility to address emerging issues and incidents.
Implementation of compliance recommendations by RTOs within agreed time-frames	% of NCRs escalated to a formal Notice	NCRs (Non Conformance Reports) are only escalated to a formal direction when the breach of Rail Safety National Law identified through ONRSR’s compliance monitoring activities is not addressed	0	0.5%	0.15%	Reflective of high level of compliance
	No. escalated to a formal Notice		0	2	1	
	No. of NCRs issued		284	400	644	Increasing number reflective of regulatory oversight in additional jurisdictions.
Enforcement actions undertaken by ONRSR	No. of Improvement Notices	Improvement Notices are issued when ONRSR determines that the safety issue does not pose an immediate threat to safety	0	5	19	As above
	No. of Prohibition Notices	Prohibition Notices prevents railway operations until the operator addresses the identified safety risk	0	2	3	
Results from ONRSR’s drug and alcohol (D&A) testing program	No. of D&A tests (ONRSR)	‘Positive’ is defined as those tests confirmed to evidentiary standard	206 (Drug)	216 (Drug)	109 (Drug)	ONRSR is unable to undertake drug testing in Victoria until legislative change made through the Victorian Parliament.
			203 (Alcohol)	220 (Alcohol)	191 (Alcohol)	
	% positive (ONRSR)		0% (Drug)	0% (Drug)	0% (Drug)	
			0% (Alcohol)	0% (Alcohol)	0% (Alcohol)	
Results from industry’s drug and alcohol testing programs	No. of D&A tests (industry)	‘Positive’ is defined as those tests reported by industry as notifiable occurrences though their testing program	23,777 (Drug)	21,691 (Drug)	24,891 (Drug)	
			227,380 (Alcohol)	169,848 (Alcohol)	152,991 (Alcohol)	
	% positive (industry)		0.42% (Drug)	0.55% (Drug)	0.35% (Drug)	
			0.029% (Alcohol)	0.047% (Alcohol)	0.042% (Alcohol)	

GOAL 2: Reduce regulatory burden on industry

KPI	Measure	Definition	'13-'14	'14-'15	'15-'16	Comment
Positive response to ONRSR's external stakeholder survey	% of surveyed operators indicating satisfaction with status of co-regulatory rail safety model and reform benefits	Co-regulatory rail safety model refers to: i) legislative framework ii) ONRSR application of model 'Benefits' refers to the objectives of the national rail safety reform	n/a	n/a	n/a	ONRSR's inaugural stakeholder survey scheduled for 2016–17
The NTC interim review of the rail safety regulator reform indicates positive outcomes	% of jurisdictions with enabling Rail Safety National Law	A key focus of the rail safety regulatory reform influencing positive industry safety outcomes is full jurisdictional participation in ONRSR regulatory model	63%	75%	88%	
Legislative review identifies reduced inconsistencies across jurisdictions	n/a	ONRSR's legislative review project focused on jurisdictional application laws excluding drug and alcohol legislation	n/a	Underway	Finalised	ONRSR legislative review report scheduled for Nov Ministerial Council meeting

GOAL 3: Promote greater self-regulation by industry

KPI	Measure	Definition	'13-'14	'14-'15	'15-'16	Comment
ONRSR provides quality feedback and input to Australasian Railway Association and RISSB products and programs	% of ONRSR priorities for RISSB development approved by RISSB	"ONRSR priorities" are for any type of product that is being developed or reviewed by RISSB	50%	57%	90%	ONRSR input on 11 product review working groups in 2015–16

GOAL 4: Prepare for and support the entry of other state regulators into ONRSR

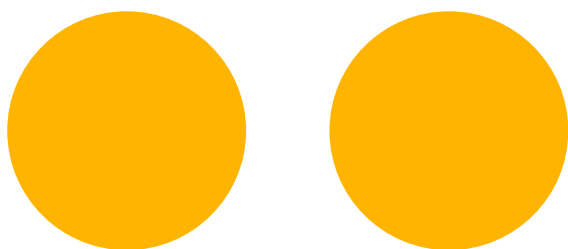
KPI	Measure	Definition	'13-'14	'14-'15	'15-'16	Comment
Western Australia and Queensland transition to ONRSR	% of Australian railway track kilometres regulated by ONRSR under Rail Safety National Law	"track kilometres" is the length of track "railway track" includes heavy rail, light rail, monorail, inclined railway, railway in marshalling yard or terminal, tram, private sidings and guided systems in all states	40% Includes SA, NT, Tas & NSW	53% Includes Vic, ACT	77% Includes WA	Qld to transition in 2017
	% of Australian railway train kilometres regulated by ONRSR under Rail Safety National Law	"train kilometres" refers to distance a train travels	40%	58%	71%	

GOAL 5: Promote safety awareness and safety improvement initiatives and research

KPI	Measure	Definition	'13-'14	'14-'15	'15-'16	Comment
Safety improvement program workplan developed and implemented	No. of projects completed	ONRSR's Safety Improvement workplan is a rolling plan with annual priorities	4 Developed Safety improvement policy & strategy	2 ONRSR workplan under development	1 Rolling workplan developed	ONRSR's workplan complements industry program
Individual project evaluation indicates an effective outcome was achieved	% of targeted industry demonstrating awareness of desired safety practices	Industry awareness to be tested through ONRSR stakeholder survey	n/a	n/a	n/a	ONRSR's inaugural stakeholder survey scheduled for 2016-17

GOAL 6: Develop and enable our people to optimise internal capability and organisational effectiveness

KPI	Measure	Definition	'13-'14	'14-'15	'15-'16	Comment
Delivery of ONRSR staff learning and development plans	% of approved L&D activities completed	ONRSR Executive approves an annual L&D schedule for ONRSR staff for the calendar year	80%	80%	85%	
Staff satisfaction survey indicates positive support for the direction and culture of ONRSR	% of staff indicating commitment to ONRSR	Terms reflect specific queries in ONRSR internal staff satisfaction survey	n/a	n/a	93%	Inaugural staff survey completed in Oct 2016
	% of ONRSR staff indicating job satisfaction		n/a	n/a	82%	
A revised model developed based on regulatory effort and approved by Ministerial Council	% of cost recovery review project undertaken	ONRSR is reviewing its cost recovery model to ensure nationally consistent fees applied based on risk	n/a	35%	85%	Draft model developed for Ministerial Council consideration in Nov 2016



APPENDIX 2

OFFICE OF THE NATIONAL RAIL SAFETY REGULATOR FREEDOM OF INFORMATION STATEMENT 2015–2016

INTRODUCTION

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.

An outline of ONRSR's establishment, functions and corporate goals are on pages 8–9 of this report and is also available on ONRSR's website www.onrsr.com.au

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 ONRSR with modifications made by the RSNL National Regulations so that one set of Oversight Laws (South Australian) apply to ONRSR regardless of jurisdiction.

STRUCTURE AND FUNCTIONS

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

16(1) ONRSR consists of —

- (a) 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
- (b) 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:

- (a) to administer, audit and review the accreditation regime under this Law;
- (b) to work with rail transport operators, rail safety workers, and others involved in railway operations, to improve rail safety nationally;
- (c) to conduct research, collect and publish information relating to rail safety;
- (d) to provide, or facilitate the provision of, advice, education and training in relation to rail safety;
- (e) to monitor, investigate and enforce compliance with this Law;
- (f) 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;
- (g) 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 this 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
- Senior Government Policy 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 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
 - 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 week-days (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 RTOs 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 to some exemptions in the FOI Act. Some of these exemptions have a public interest test (as prescribed in the FOI Act). Under 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 \$33.50 (current, July 2016)

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

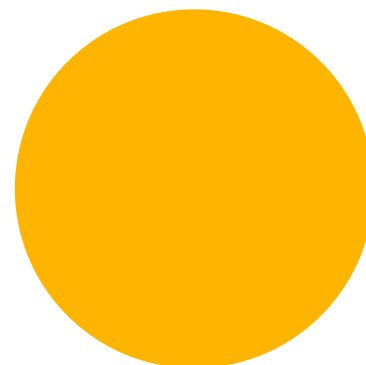
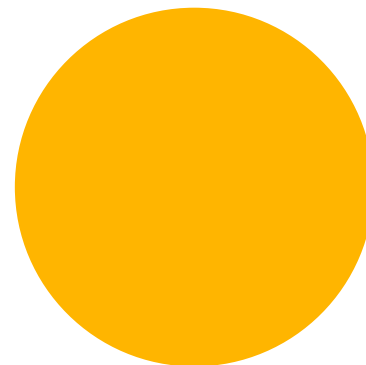
Queries, applications and requests may be directed to:

Accredited FOI Officer

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

Ph. (08) 8406 1500

foi@onrsr.com.au



ACCREDITED FOI OFFICERS:

Barry Carr (July–August 2015 only)

Laura Paulus: laura.paulus@onrsr.com.au

James Bruun: james.bruun@onrsr.com.au

Cathy Ray: cathy.ray@onrsr.com.au

PO Box 3461, Rundle Mall
Adelaide SA 5000

Ph. (08) 8406 1500

OFFICE OF THE NATIONAL RAIL SAFETY REGULATOR FREEDOM OF INFORMATION REPORT 2015–2016

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

APPLICATIONS FOR ACCESS 2015–2016

Agent organisation	Applicant type	Status	Fee	Summary	Time Taken, Outcome & Exemptions Claimed
Nowicki Carbone	Lawyer / Agent	Determined	\$33	Documentation relating to incident on 17 July 2014 at Windsor Station	< 30 days
Hennikers Solicitors	Lawyer / Agent	Determined	\$33	Request for documents, status of investigation, preliminary findings and recommendations in relation to incident at Sydney Tramway Museum on 25 May 2015	Full Release < 30 days
n/a	MP	Determined	\$33	Drug and Alcohol testing results returned for Victorian rail operators (including but not limited to Metro Trains Melbourne and V/Line)	Partial Release Clause 10 <30 days
Central Australian Aboriginal Legal Aid Service	Lawyer / Agent	Determined	\$33	Request for any reports, record of complaint or information or any other documents relating to a railway incident in Alice Springs on or about 0015, 24 January 2012.	Partial Release Clause 13 >30 days (deemed refusal but negotiated extension)
Herald Sun	Media	Determined	\$33	Request information detailing number of alleged assaults on the Melbourne Metro System railway stations from 19 May 2014 to date of request.	Full Release >30 days (delayed due date due to payment of deposit)
n/a	Member of Public	Determined	\$33	Information relating to safety issues on the removal of velocity trains in Victoria	Full Release < 30 days
Seven Network (Group) Limited	Media	Active	\$33	Any documents, specifically reports, briefing notes and attachments, photos and CCTV of positive drug and/or alcohol test results involving train drivers since 20 May 2014.	Partial Release Clause 4 Ongoing
Maurice Blackburn Lawyers	Lawyer / Agent	Determined	\$33	Copies of all documents, correspondence, photographs, CCTV footage and material relating to an accident on 10 March 2014.	Deemed refusal Negotiated extension 30 days
Page Seager Lawyers	Lawyer / Agent	Active	\$33	Access to materials held by this office created on or after 31 July 2013 relating to an incident involving a worker injured on 3 June 2013.	Full Release >30 days
n/a	MP	Determined	\$33	Seeking copies of monthly returns of D&A tests for passenger rail operators in Victoria (specifically MTM and V/Line) outlining the number returning positive result and the number refused for each month from September 2015 to March 2016.	Full, Partial and Refused Clause 12 30 days
Lindbloms Lawyers	Lawyer / Agent	Active	\$33	Any documents, CCTV footage, investigation reports, statements, photographs, sketches or maps relating to an incident on 26.05.15 when A Woolford was struck by a train near the North Adelaide train station.	Full Release Ongoing Deemed refusal Negotiated extension

TIME LIMITS

EXTENSION OF TIME LIMIT UNDER SECTION 14A

Application	Primary reason for granting extension	Number of extensions for periods (1-7 days; 8-14 days; 15-21 days)
Seven News Limited	The application required a search through a large quantity of information and dealing with the application during the 30 day time period would unreasonably divert the agency's resources.	21 day extension (exhausted) Not yet determined
Herald Sun	The application required a search through a large quantity of information and dealing with the application during the 30 day time period would unreasonably divert the agency's resources.	14 day extension Determined

EXTENSION OF TIME LIMIT NOT UNDER SECTION 14A

Application	Reason for seeking informal extension with applicant	Number of extensions for periods (1-7 days; 8-14 days; 15-21 days)
Seven News Limited	Extended timeframe unable to be met. Negotiated extension agreed by applicant	Ongoing Not yet determined
CAALAS	Timeframe unable to be met. Extension agreed by applicant	21 day extension Determined
Page Seager	Due to number of documents (and having to go through many duplicates as part of search). Extension agreed by applicant	4 week extension Determined
Lindbloms Lawyers	Timeframe was unable to be met. Extension agreed by applicant	Ongoing Not yet determined

CHARGES COLLECTED

Application	Advance Deposit collected	Total Charges collected
Herald Sun	\$90.00	\$369.00
Seven News Limited	Not yet determined	Not yet determined

Applications for Amendment of Personal Information 2015–2016

None

Staff Administration Costs

4 FTE >\$70,000

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

Reviews and Appeals

• Internal Reviews

Application by Herald Sun

- Review conducted under s53 (3) of the Act
- Amount of the requested advance deposit was reduced.

• External Reviews

None

District Court Appeals

None



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OFFICE OF THE NATIONAL RAIL SAFETY REGULATOR

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Adelaide SA 5000**

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