Presentation overview

- Transport Reform Agenda intent
- Current state of implementation
- Establishing ONRSR
- Co-regulatory approach
- Corporate Plan
- Annual Safety Report
- Next steps in our vision for our industry
Transport Reform Agenda Intent

COAG Rail Reform Agenda (2009):
- One National Safety Regulator
- One National Law - RSNL (South Australia) Act 2012
- All Jurisdictions to adopt or mirror RSNL.
- ONRSR and Jurisdictions may agree to regulation via SLA.
- Initial funding arrangement for ONRSR - Cost neutral.
- Full industry cost recovery proposals to be developed 2016.
Facilitate safe operations of rail transport.
Exhibit independence, rigour and excellence in regulatory functions.
Promote safety and safety improvement as a fundamental objective.
Administer, audit and review accreditation regime.
Work with rail transport operators and others to improve rail safety nationally.
Conduct research, collect and publish information.
Provide or facilitate the provision of advice, education and training.
Monitor, investigate and enforce compliance with the RSNL.
To engage in, promote and co-ordinate the sharing of information.
Australian Railway Infrastructure

- 34,000 km track Australia-wide
- Rail contributes $10b to the GDP
- 16b passenger kms/yr
- Rail employs 0.4% of the Australian workforce
- 260b tonne-km/yr of freight carried
Current State of Implementation

- RSNL enacted in SA, NSW, NT and TAS on 20 January 2013.
- RSNL (Vic) passed (April)
- Remaining States expected to pass law in 2014.
- NSW deliver services to ONRSR under an integrated management structure arrangement (SLA)
- Vic to deliver services to ONRSR under a SLA – Being developed.
- Head Office (Adelaide ~ 80% staffed) + 5 Branches:
  - Central Branch in Adelaide covers SA, TAS and NT (and ACT).
  - Sydney (Melbourne, Perth and Brisbane to follow).
Coverage of ONRSR Operations

Total number of Accreditations

71 T&H Accredited Operators

- NSW, 21
- QLD, 18
- Vic, 7
- WA, 8
- Central, 17
Establishing new company

- Finance
  - Budget, income, insurance…
- People
  - Structure, recruitment,
    L&D, JCC, WH&S, EBAs…
- Systems
  - IT, Payroll,…
- Strategy & Direction
- Work Plans
- Governance, S/H etc
- Policies, Processes, Procedures
- Accommodation & facilities
- ….

Within some constraints

- Inconsistent past practice
- Change in individual authorities and positions
- Maintaining oversight in each state whilst being risk-based and national
- Answerable to 9 Ministers.
- Some SLA states, some not
- Variable enactment of RSNL
- Staggered entry of states
- Transition burdens
- Demonstrating Vfm & making a difference
- Co-Regulatory regime
Co-Regulatory Approach

- Supporting operators to deliver on obligations and enforcing the Law where this has failed.

See Regulatory Approach on the internet
Co-Regulatory Approach

- Establishing National Stakeholder Forums
Co-Regulatory Approach

- Promoting industry leadership on national standards – supporting, endorsing, encouraging industry take-up of RISSB products.
- Developing tools for industry
  - RRV
  - Asset Management
- Promoting data acquisition and Safety Risk Models.
- SMS Maturity
- Supporting industry innovation
- Reducing red-tape and providing freedom of dealing with one national regulator – One Stop Shop.
- Desire to build T&H support and expertise
- Robust, engaging, transparent and honest.
Vision for industry contribution to Co-Regulation

- Greater self regulation – Reduced regulatory intervention
- Strong industry body – Railway first - Company second
- Quantitative risk model – supporting CBA decisions
- Nationally adopted safety standards
- Harmonisation of standards for economic gain
Corporate Plan 2013-2016

Goals:
1. Maintain & improve rail safety through risk based approach to regulation
2. Reduce regulatory burden on industry
3. Promote greater self regulation by industry
4. Prepare for and support entry of other states regulators into the ONRSR
5. Promote safety awareness & safety improvement initiatives and research
6. Develop & enable our people to optimise internal capability and organisational effectiveness
Some milestones achieved:

- Statement of Intent
- Safety Bulletins
- Annual Report
- Regulatory Approach & C&E Policy
- Budgets for 2014/15
- Fee Regulations
- RRV Workshops
- SFAIRP Guidance
- Stakeholder Forums in place
- Annual Safety Report (Next week)
- Accreditation of new Operators (e.g. Sydney Trains) etc.
- Consolidation of multiple accreditations
- Removal of operator accreditation and Notices issued
- Positive engagement and support to RIISSB
Annual Safety Report

- 28 Fatalities
  - 26 Trespass related
  - 1 Passenger fatality at Station
  - 1 Public fatality at LX
  - No worker fatalities
- 530 Non-Fatal injuries (5% to workforce)
Fatal and injury count does not give true picture of underlying risk
Too many near-hits
Data quality poor
Need a quantitative risk model
Reference made to the UK Safety Risk Model to identify precursors to hazardous events
Presents data for occurrences that most likely to contribute to Australian risk

### Summary of Estimated Risk for UK mainline railways, excluding suicide

<table>
<thead>
<tr>
<th>Hazardous Event Group</th>
<th>Modelled Risk (FWI/year)</th>
<th>Contribution (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slip, trip, fall</td>
<td>46.5</td>
<td>33.4</td>
</tr>
<tr>
<td>Train strike person – member of public</td>
<td>32.5</td>
<td>23.4</td>
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<tr>
<td>Miscellaneous hazardous events</td>
<td>16.8</td>
<td>12.1</td>
</tr>
<tr>
<td>Assault – passenger, workforce, member of public</td>
<td>11.6</td>
<td>8.3</td>
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<tr>
<td>Electric shock</td>
<td>9.1</td>
<td>6.6</td>
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<tr>
<td>Train strike person – at level crossing</td>
<td>6.8</td>
<td>4.7</td>
</tr>
<tr>
<td>Train strike person – passenger</td>
<td>3.3</td>
<td>2.4</td>
</tr>
<tr>
<td>Level crossing collision – passenger train and road vehicle</td>
<td>3.0</td>
<td>2.1</td>
</tr>
<tr>
<td>Train strike person – workforce</td>
<td>2.2</td>
<td>1.5</td>
</tr>
<tr>
<td>Derailment – passenger train</td>
<td>1.9</td>
<td>1.4</td>
</tr>
<tr>
<td>Collision between trains – involving passenger train</td>
<td>1.2</td>
<td>0.8</td>
</tr>
<tr>
<td>Collision between train and object (excluding buffer stop)</td>
<td>0.6</td>
<td>0.4</td>
</tr>
<tr>
<td>Explosion</td>
<td>0.6</td>
<td>0.4</td>
</tr>
<tr>
<td>Derailment – other than freight train</td>
<td>0.6</td>
<td>0.4</td>
</tr>
<tr>
<td>Level crossing collision – other than passenger train</td>
<td>0.5</td>
<td>0.3</td>
</tr>
<tr>
<td>Struck /Crush by structural collapse or large object</td>
<td>0.4</td>
<td>0.3</td>
</tr>
<tr>
<td>Toxic release / exposure</td>
<td>0.3</td>
<td>0.2</td>
</tr>
<tr>
<td>Fire</td>
<td>0.2</td>
<td>0.1</td>
</tr>
<tr>
<td>Collision between trains – not involving passenger train</td>
<td>0.1</td>
<td>0.1</td>
</tr>
<tr>
<td>Collision between train and buffer stop</td>
<td>0.1</td>
<td>0.1</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>139.2</strong></td>
<td><strong>100</strong></td>
</tr>
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</table>
Table 1: Freight train derailment rate – ONRSR and United Kingdom

In-service freight trains and wagons on or affecting safety of running lines. Excludes light locomotives. Excludes derailments following collision with train.

<table>
<thead>
<tr>
<th></th>
<th>2010–11</th>
<th>2011–12</th>
<th>2012-13</th>
<th>Period</th>
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<tbody>
<tr>
<td><strong>ONRSR (NSW, NT, SA, Tasmania)</strong></td>
<td></td>
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<tr>
<td>Derailments</td>
<td>44</td>
<td>36</td>
<td>34</td>
<td>114</td>
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<tr>
<td>Train km (million)</td>
<td>28.8</td>
<td>30.2</td>
<td>31.2</td>
<td>90.1</td>
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<tr>
<td>Rate</td>
<td>1.53</td>
<td>1.19</td>
<td>1.09</td>
<td>1.27</td>
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<tr>
<td><strong>United Kingdom¹</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Derailments</td>
<td>2</td>
<td>7</td>
<td>6</td>
<td>15</td>
</tr>
<tr>
<td>Train km (million)</td>
<td>35.0</td>
<td>37.3</td>
<td>37.2</td>
<td>109.5</td>
</tr>
<tr>
<td>Rate</td>
<td>0.06</td>
<td>0.19</td>
<td>0.16</td>
<td>0.14</td>
</tr>
</tbody>
</table>
Developing an Australian safety risk model

- ONRSR and RISSB and ARA all committed to developing an Australian Risk model
- ‘Australianise’ the UK SRM
- Identify the input data requirements
- Redefine the National Data Strategy
Next Steps

- Continue to support remaining states to develop RSNL legislation.
- Enact RSNL in remaining states.
- Prepare for integration of state based regulators into ONRSR.
- Deliver Corporate Plan.
- Develop with industry approach to national data capture, analysis and reporting.
- Support Industry and RISBB in standards development.
- Maintain focus on risk based regulatory compliance.
- Consistency of regulatory approach.
- Support operators to become a single industry rather than a collection of individual operators.