Rail Technical Society of Australasia (RTSA) (Victoria and Tasmania Chapter)

Introducing the Office of the National Rail Safety Regulator (ONRSR)

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Chief Executive and National Rail Safety Regulator
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Presentation overview

- Introduction to ONRSR
- Our approach to regulation
- Coverage of ONRSR operations
- Risk based regulation
- Next Steps
Transport Reform Agenda

Rail Reform Agenda (2009) sought:

- One National Regulator
- One National law
- One National Investigator

The Office of the National Rail Safety Regulator (ONRSR) went live on 20 January 2013, presenting opportunities and challenges.
Reform Agenda Intent

- COAG decision to create a National Rail Safety Regulator.
- To develop RSNL (South Australia) Act.
- All Jurisdictions to apply or mirror RSNL.
- ONRSR & Jurisdictions may agree to regulation via SLA.
- Initial funding arrangement for ONRSR.
- D & A program by ONRSR to be funded by Governments.
- Full industry cost recovery proposals to be developed 2016.
ONRSR – Functions & Objectives

- 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.
Approach to Regulation

Our approach to working with Stakeholders is Co-Regulatory.

- Supporting operators to deliver on obligations and enforcing the Law where this has failed.
- Establishing National Stakeholder Forums
- Promoting industry leadership on:
  - National Standards – Supporting and endorsing agreed RISSB products - encouraging industry take-up
  - Risk Management through data acquisition and analysis
- Supporting industry innovation
- Reducing red-tape and providing freedom of dealing with one national regulator – One stop shop.
- Risk-based and proportionate compliance.
- Desire to build T&H support and expertise
- Robust, engaging, transparent, and honest.
Current State of Implementation

- RSNL and mirror law now passed in SA, NSW, NT, TAS & Vic
- RSNL enacted in SA, NSW, NT and TAS on 20 January 2013.
- Vic RSNL passed April 2013.
- Remaining States expected to pass law by early 2014.
- ITSР act as the NSW Branch of ONRSR under SLA.
- Central Branch covers SA, TAS and NT.
- Adelaide Head Office ~ 90% staffed.
- Ministers approval to Statement of Intent and Budget for 2013/14.
- Corporate Plan ready for publication.
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
<table>
<thead>
<tr>
<th>Some Milestones</th>
<th>Date</th>
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<tbody>
<tr>
<td>First Safety Data bulletin</td>
<td>Q3 2013</td>
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<tr>
<td>On-Line resource centre for education/awareness</td>
<td>Q4 2013</td>
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<tr>
<td>Annual ONRSR Safety Report published</td>
<td>Q4 2013</td>
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<tr>
<td>National Data Strategy endorsed</td>
<td>Q4 2014</td>
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<tr>
<td>Stakeholder satisfaction survey</td>
<td>2015</td>
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<tr>
<td>Industry cost recovery proposals</td>
<td>Q4 2016</td>
</tr>
<tr>
<td>Review of D&amp;A and fatigue risk management arrangements</td>
<td>By 2016</td>
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Australian railway infrastructure

34,000 km track Australia-wide

16b passenger kms/yr

260b tonne-km/yr of freight carried

Rail contributes $10b to the GDP

Rail employs 0.4% of the Australian workforce
Coverage of ONRSR Operations

Total number of Accreditations

<table>
<thead>
<tr>
<th>Region</th>
<th>Current</th>
<th>Under the ONRSR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central &amp; NSW</td>
<td>145</td>
<td>95</td>
</tr>
<tr>
<td>Plus Victoria</td>
<td>188</td>
<td>122</td>
</tr>
<tr>
<td>Plus QLD</td>
<td>244</td>
<td>155</td>
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<tr>
<td>Plus WA</td>
<td>275</td>
<td>180</td>
</tr>
</tbody>
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Number of T&H Accreditations

- NSW, 21
- QLD, 18
- Vic, 7
- WA, 8
- Central, 17
Risk Based Regulation

Waterfall, NSW (2003)

7 people killed and 41 injured when an outer suburban passenger train derailed at high speed
Accident Rates - Normalised

Fatality Rate (deaths per billion passenger km travelled) by Transport Mode (Australia, 2009)

- Road: 4.98
- Rail: 1.59
- Aviation: 0.43
Risk Based Regulation

Requires:
- A knowledge of risk.
- Agreement on what data to collect on occurrences and precursors.
- Collection and analysis of data.

ONRSR is charged with this national role and will support industry in taking this forward over a period of time.
UK Data

(per 1,000,000 employee years)

<table>
<thead>
<tr>
<th>Group</th>
<th>Prob. of fatality per year</th>
<th>Number of exposed population</th>
<th>Fatalities per year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infr Workers</td>
<td>1 in 10,847</td>
<td>30,500</td>
<td>2.81</td>
</tr>
<tr>
<td>FT Drivers</td>
<td>1 in 18,410</td>
<td>2,516</td>
<td>0.14</td>
</tr>
<tr>
<td>PT Drivers</td>
<td>1 in 23,670</td>
<td>12,541</td>
<td>0.53</td>
</tr>
<tr>
<td>Other staff</td>
<td>1 in 23,170</td>
<td>15,214</td>
<td>0.66</td>
</tr>
<tr>
<td>PT Crew</td>
<td>1 in 42,818</td>
<td>10,746</td>
<td>0.25</td>
</tr>
<tr>
<td>Passengers</td>
<td>1 in 268,169</td>
<td>2,798,667</td>
<td>10.44</td>
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Next Steps

- Work with TSV and DTPLI to agree and implement Victorian SLA.
- Publish Corporate Plan.
- Continue to support QLD, ACT and WA develop RSNL legislation.
- Develop approach to national data capture, analysis and reporting.
- Support Industry & 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.
- Support and encourage T&H sector to develop standards and capability.
Questions?