



ONRSR Fact Sheet

Reporting Requirements for Notifiable Occurrences



Reporting Requirements for Notifiable Occurrences

The Office of the National Rail Safety Regulator (ONRSR) has released the *Reporting Requirements for Notifiable Occurrences*.

ONRSR has undertaken a process to combine OC-G1 and ON-S1 into the **Reporting Requirements for Notifiable Occurrences**. The guideline replaces OC-G1 and ON-S1 for reporting of occurrences to ONRSR under the Rail Safety National Law National Regulations (regulation 57).

What has changed?

The revised guideline **Reporting Requirements for Notifiable Occurrences** addresses key issues identified by industry and ONRSR to improve reporting. The revised reporting requirements provide greater clarity and consistency on the categorisation of occurrences through descriptive relevant examples for incidents.

The revised reporting requirements retain the same data requirements as OC-G1 and ON-S1. The main changes include:

- > Glossary with clarified definitions
- > List of mandatory reporting requirements for occurrences under each category
- > Clarified examples for each (sub)category of occurrences that are notifiable, not notifiable or notifiable under another category
- > A new reporting structure for occurrences categorised as Signal Passed at Danger and Proceed Authority Exceeded, which will be implemented from 1 July 2018.

Signal Passed at Danger / Authority Exceeded

The revised reporting requirements establish a new framework for reporting occurrences previously categorised as *Signal Passed at Danger* (SPAD) and *Proceed Authority Exceeded*.

This new SPAD reporting framework has been developed in collaboration with the Australasian Railway Association and wider industry.

The changes to reporting of SPADs may require amendments by industry to their data capturing systems; as such they will continue to be reported as per the previous OC-G1 and ON-S1 categories until **1 July 2018**.

Changes in the new SPAD categorisation, **Signal Passed at Danger / Authority Exceeded** include:

- > Combined Signal Passed at Danger and Proceed Authority Exceeded categories
- > Renamed sub-classification titles
- > Changes to classification numbering (3.4.6 to 3.4.13)
- > Inclusion of a decision support tool
- > Amended / additional examples for each sub-classification for occurrences that are notifiable, not notifiable or notifiable under another category.

SPAD reporting:

Reporting up to and including 30 June 2018	As per OC-G1 and ON-S1 categories: <ul style="list-style-type: none"> > 3.5 Signal Passed at Danger > 3.5 Proceed Authority Exceeded
Reporting from 1 July 2018	New Signal Passed at Danger / Authority Exceeded

Further information

- > *Reporting Requirements for Notifiable Occurrences*
- > Fact Sheet: Requirement for Rail Transport Operators to Report Notifiable Occurrences
- > <https://www.onrsr.com.au/operations/reporting/notifiable-occurrences>

For more information, please contact the notifiable occurrences team at occurrences@onrsr.com.au