

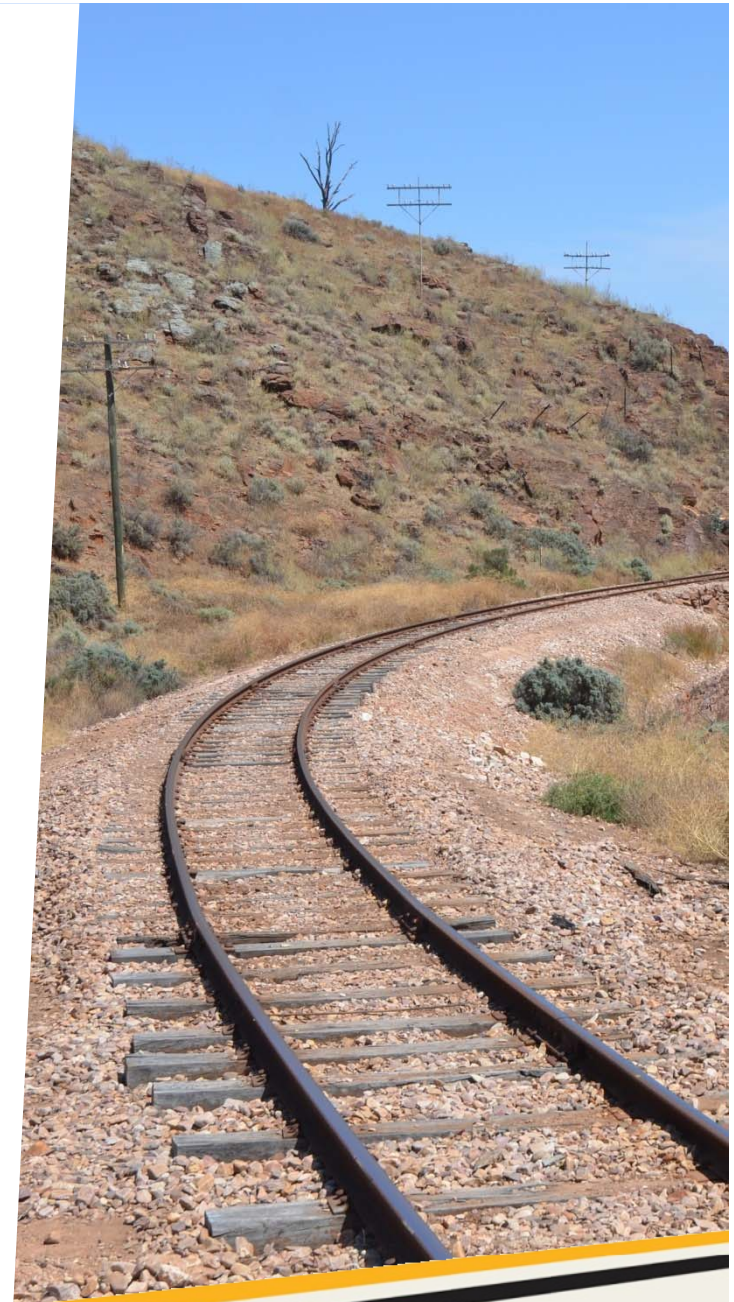


# Branch Operations Forum 2016

Ewald Eisele

6 December 2016

# Welcome to the Branch Operations Forum 2016



**Executive Director,  
National Operations**

**Peter Doggett**



**Manager, Strategic Planning  
& Communications**

**Ross Stargatt**



# National Operations Change Program Director

## Derek Heneker

20/20 Vision update



# Executive Director, Policy, Reform & Stakeholder Engagement

## Julie Bullas

- > D&A review;
- > D&A program;
- > Fatigue review;
- > Rail safety worker guidelines;
- > Cost recovery review;
- > Review of application law;
- > Safety improvement program;
- > ONS1; and
- > Interface agreements.



Principal Rail Safety Officer,  
Tasmania

## Peter Clements

Level Crossings –  
From the Road Users Point of View



# Overview of Central Branch 2016 & into 2017





# Central Branch makeup

- > Central Branch
- > South Australia, Northern Territory & Tasmania
- > 58 accredited rail transport operators
  - 45 in South Australia
  - 11 in the Northern Territory
  - 15 in Tasmania
- > Rail Safety Officers:
  - 7 x RSO in Adelaide office
  - 1 x RSO in Darwin office
  - 1 x RSO in Hobart office

**All RSO's work across the branches.**



# Central Branch activities

Four national priorities were selected by ONRSR in 2015 & have been the focus of regulatory attention over the last 12 months. While individually unique, each of the priorities shares specific characteristics.

The four priorities selected for 2016 were:

- > Track condition;
- > Track work - competency & communication;
- > Rolling stock maintenance; and
- > Road rail vehicle (RRV) safety.

While progress has been made with all of the priorities, further work is required to achieve the safety outcomes set.

Each of the priorities will be retained moving into 2017.



# Central Branch activities

## Track work – competency & communication

ONRSR identified the following common safety factors associated with worksite occurrences:

- > protection types being insufficient or incorrect;
- > protection location being incorrectly positioned (worksite being incorrectly defined);
- > protections being incorrectly removed; and
- > worksite location being incorrectly identified.

To date, a number of inspections & audits have been completed in 2016 with compliance reports completed by ONRSR RSO's identifying Operator specific issues.

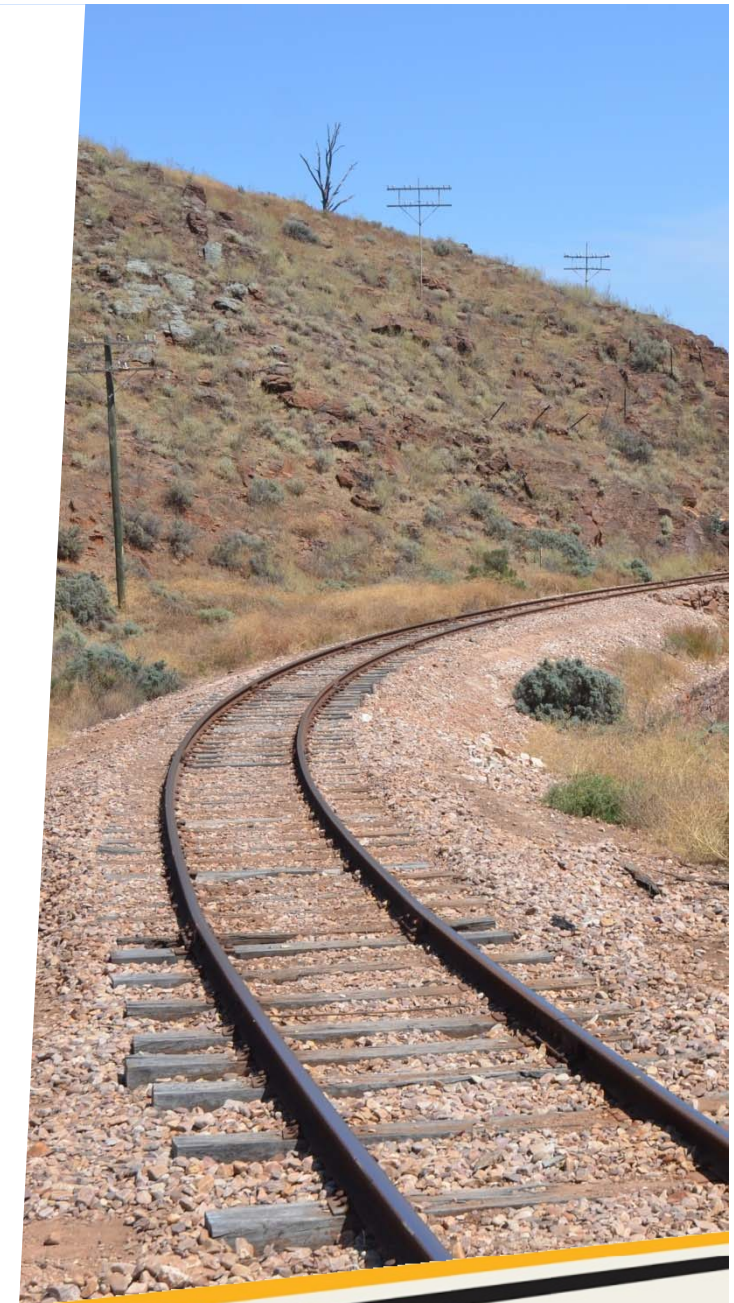
There has been positive engagement between RSO's & Operators during the compliance activities undertaken thus far & learnings have been identified by all parties. These learnings will assist the ONRSR in planning & conducting future activities for Operators. This will progress the intended safety outcomes from the program which include:

- > a reduction in track worker related incident(s) & occurrences,
- > a greater understanding by Operators surrounding track worker safety risks; and
- > operators' implementation of systems/procedures/processes to deliver effective & adequate management of track worker safety risks.

# Central Branch activities

## Rail Safety Officer aims 2017

- > More of the same in 2017;
- > Audits & inspections will contain a flavor of the National Priorities;
- > Rolling stock operators will see us looking into the rolling stock maintenance space; and
- > SA & NT will aim to build on the good work done in Tasmania regarding level crossings.



# Central Branch activities

## Rolling Stock Maintenance Audits & Inspections



Sample scopes will review elements of:

To validate that the rolling stock is fit for purpose using the relevant elements:

- > General Engineering & Operational Safety Systems; and
- > Process Control.

To validate that the people who inspect, maintain, certify & operate the railway (i.e. rolling stock) are competent & fit for duty:

- > Rail Safety Worker Competence;
- > Health & Fitness; and
- > Drugs & Alcohol

To validate that those responsible for the management of the railway have a clear understanding of the safety risks which must be managed.

Safety audit arrangements:

- > Risk management; and
- > Review of Safety Management System (SMS).

# Central Branch activities

## Tourist & Heritage



The Central Branch conducted the following activities during the past year:

- > Undertook a systematic review of the safety management systems for all T&H Operators operating in South Australia against the requirements of the *Rail Safety National Law (RSNL)*;
- > Identified deficiencies on an individual or collective basis across the sector & provided feedback to Operators on the deficiencies that were found;
- > Identified examples of good practice & sought permission to share these practices with other T&H Operators; and
- > Develop strategies for the ONRSR to assist T&H Operators on an individual or collective basis to address identified deficiencies.

# Central Branch activities

## Tourist & Heritage

In 2017 T&H Operators can expect to see scopes aimed at:

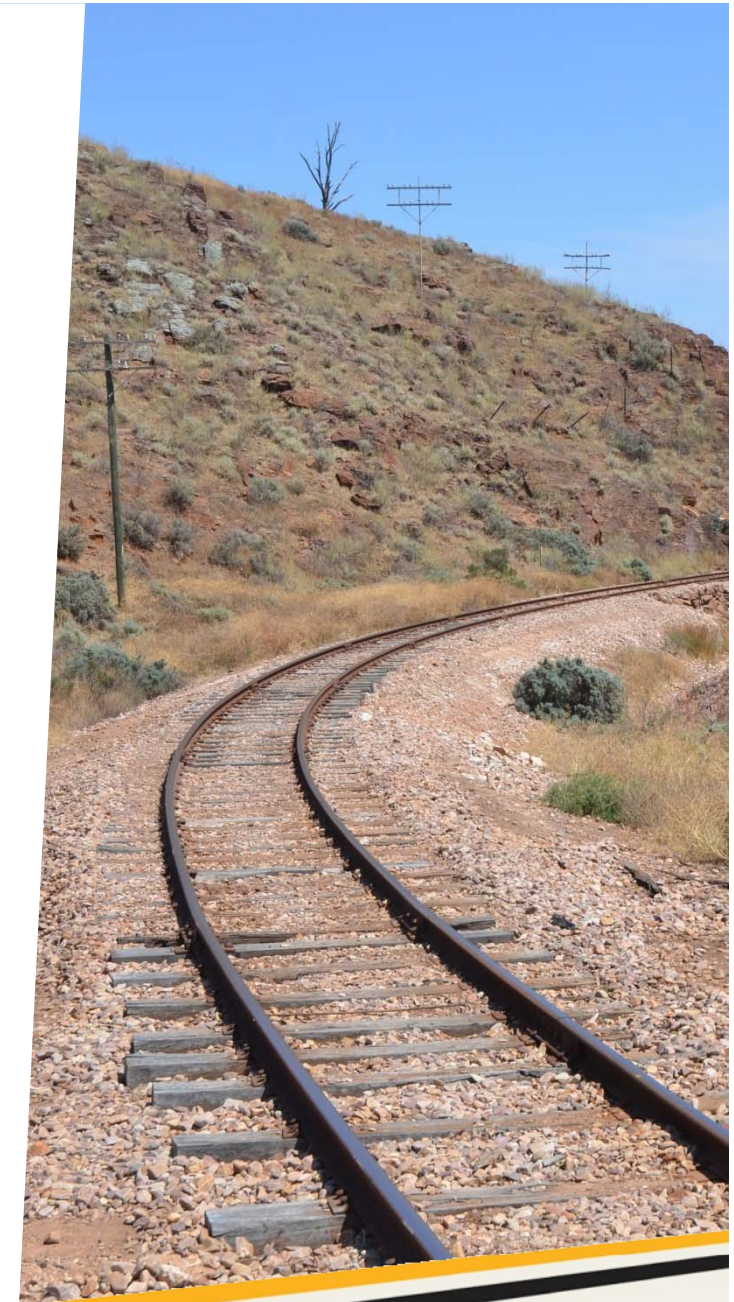
- > **General Engineering & Operational Safety Systems:** Rolling stock standards, infrastructure standards, network rules;
- > **Process Control:** inspection of infrastructure & rolling stock;  
**Note:** includes boiler certificates
- > **Rail Safety Worker Competence: Note:** includes *high risk work licences* for boilers;
- > Health & fitness;
- > Drugs & alcohol;
- > Safety audit arrangements;
- > Risk management; and
- > Review of Safety Management System (SMS.)



Central Branch activities

# Audits, Inspections & Site Visits

What's the difference?

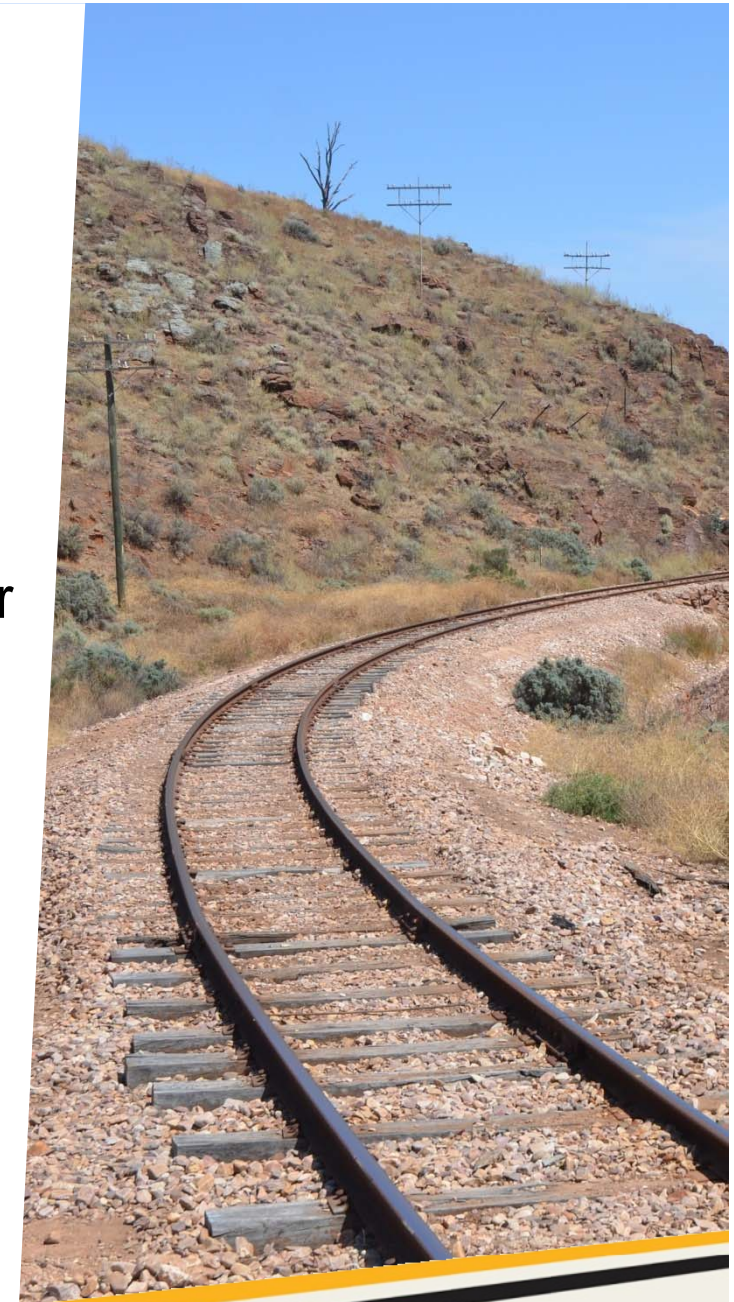




# Central Branch activities

## Audits – Description

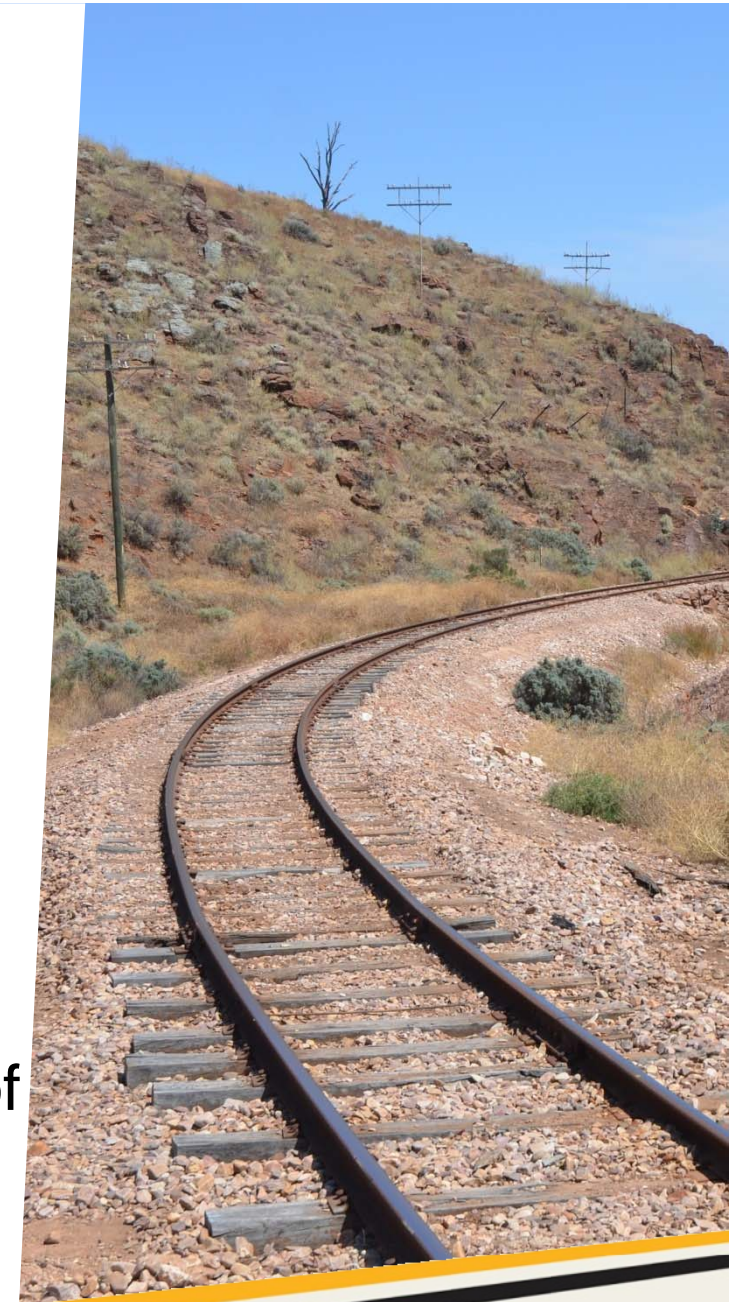
- > An audit involves a formal review of all or part of a rail transport operator's safety management system & risk management, including supporting systems, programs or workplace practices.
- > The purpose of an audit is to determine compliance with legislative requirements.
- > Audits will be undertaken as part of the planned ONRSR work program, but may also be undertaken in response to circumstances arising at other times.



# Central Branch activities

## Audits - Notification

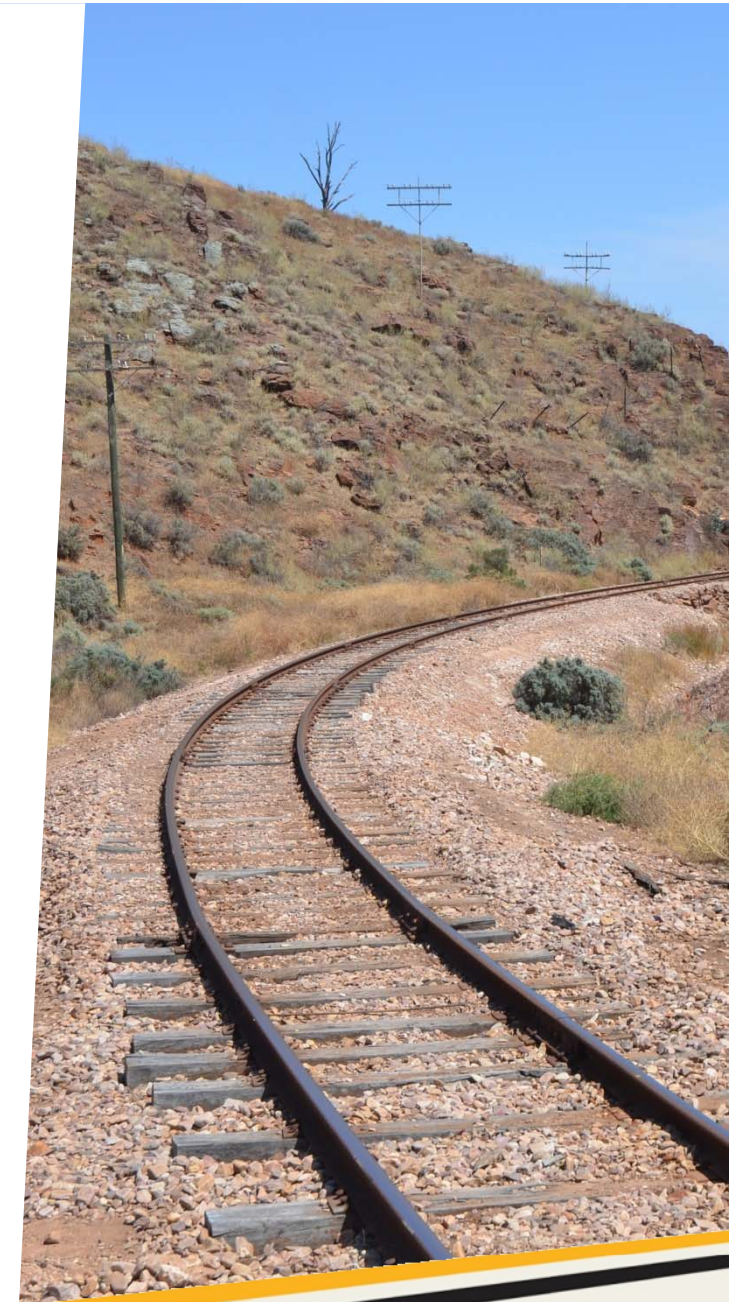
- > A compliance audit is an announced visit.
- > The lead auditor is responsible for contacting the Operator & negotiating or advising of the audit time, date & venue for the compliance audit.
- > Ideally the Operator should receive formal notification of the audit & scope at least 20 working days prior to the audit where practicable however, must be no later than 24 hours in advance of the audit.



# Central Branch activities

## Audits - Output

- > A draft compliance audit report that all auditors can review & provide comment.
- > The outcome of the audit should be provided to the rail transport operator to review in the first instance via a preliminary compliance audit report. The Operator is invited to provide feedback on the factual accuracy of the report within a timeframe of ten days from receiving the report.
- > A final compliance audit report accompanied by a cover letter is provided to the Operator finalising the findings from the audit.



# Central Branch activities



## Inspections - Description

- > An inspection involves attendance at railway premises to ensure the practices & procedures of the rail operator comply with its SMS.
- > A typical inspection is an on-site examination of a rail transport operator's workplace management & control of rail safety hazards & risks. Typically an inspection would involve observations of railway operations, confirming compliance with the rail transport operator's standards & procedures & examination of records.

# Central Branch activities

## Inspections – Notification



- > A compliance inspection may be an announced or unannounced visit.
- > If the compliance inspection is an announced visit ideally the Operator should receive at least 12 hours' notice prior to the activity taking place.

# Central Branch activities

## Inspections - Output



- > If there are no adverse findings (non-conformance reports) from the compliance inspection the lead inspector may send a letter to the rail transport operator summarising the compliance inspection activity including, if appropriate, observations noted from activity.
- > If there are adverse findings (non-conformance reports) from the compliance inspection the lead inspector must complete a compliance inspection report as per the ONRSR template.
- > No preliminary report is required.
- > A final compliance inspection report accompanied by a cover letter is provided to the rail transport operator finalising the findings from the inspection.

# Central Branch activities

## Site Visits - Description

- > The ONRSR may elect to conduct a site visit to railway premises to observe & gather information about a rail transport operators railway operations. The purpose of the visit may be to seek clarification about the nature of an incident or potential safety issue, but in other circumstances it may be for the general raising of awareness for ONRSR staff.



# Central Branch activities

## Site Visits - Notification

- > A site visit may be an announced or unannounced visit.
- > If the site visit is an announced visit ideally the operator should receive at least 12 hours' notice prior to the activity taking place.





# Central Branch activities

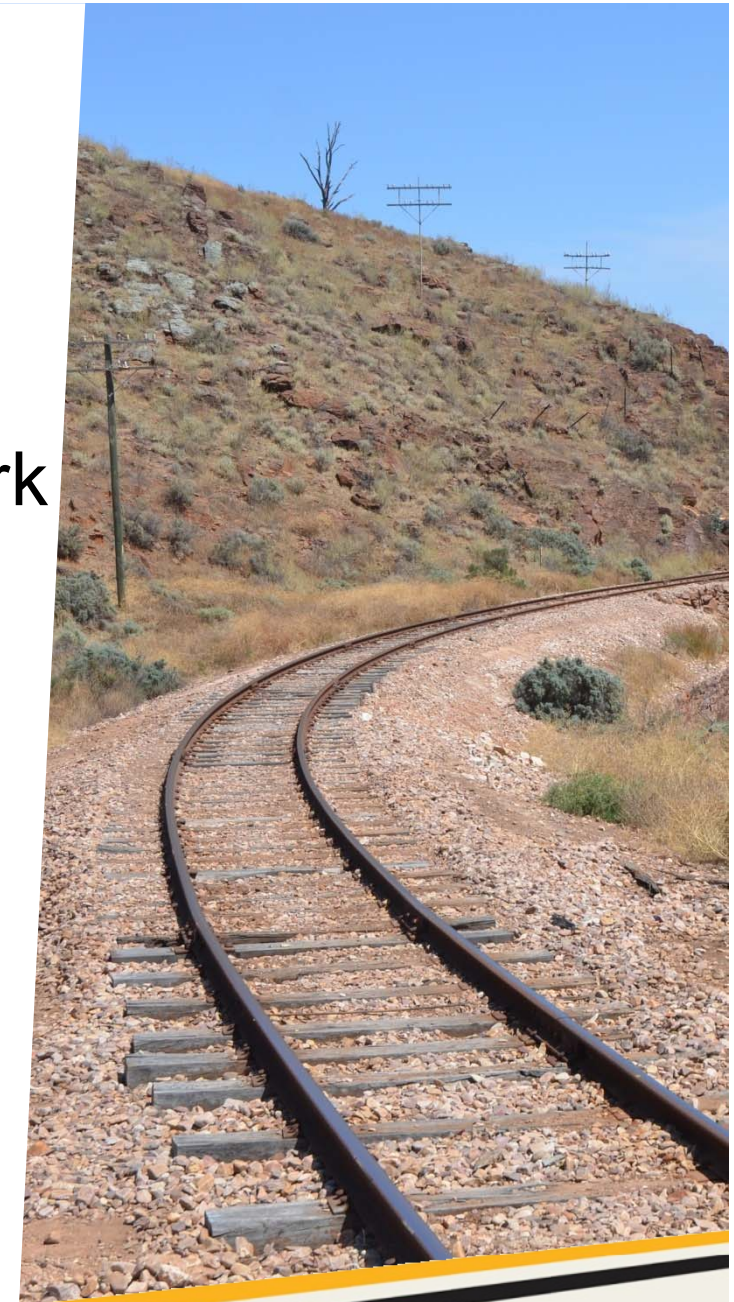
## Site Visits - Output

- > No feedback is required to be sent to the rail transport operator.
- > A file note in ONRSR record keeping data bases is the minimum requirement for a site visit activity.



# Audit & Compliance National Operations

- > External investigations follow-up;
- > Development of the National Work Program; and
- > National Priorities Update



# Presentations by Rail Transport Operators

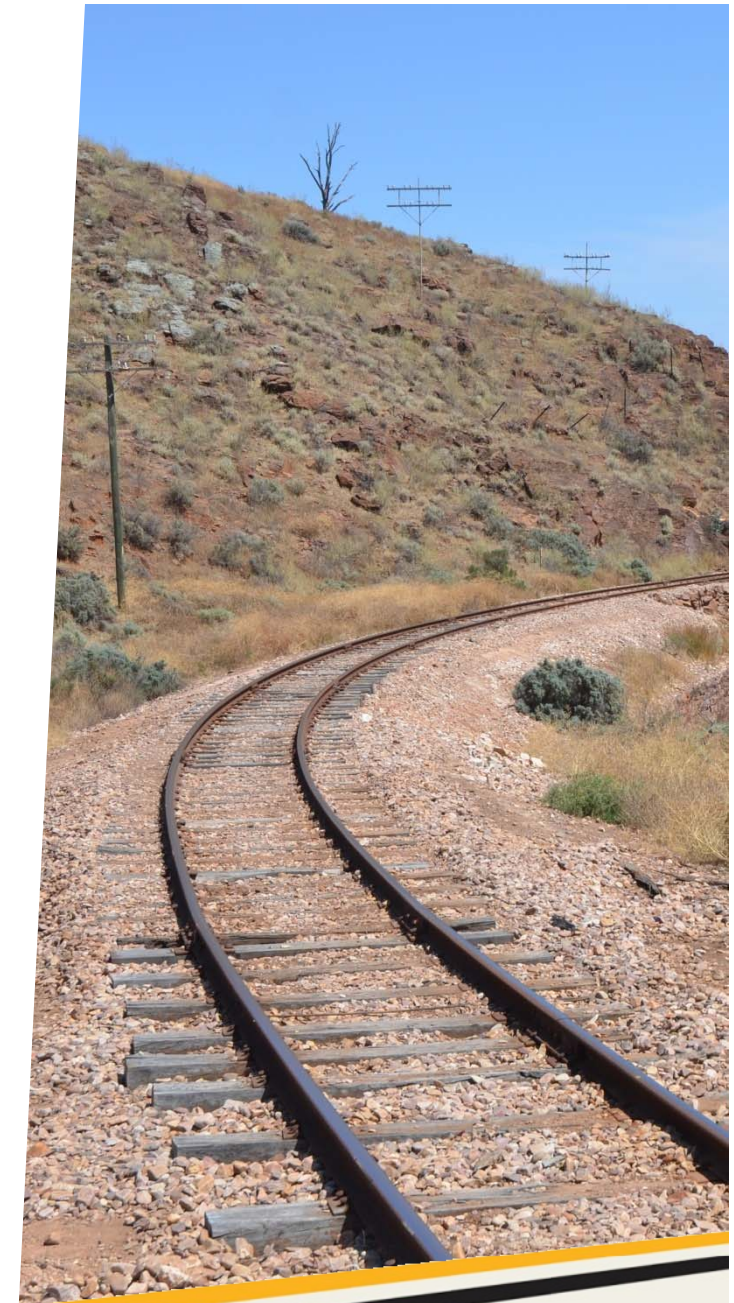
- > Department of Planning, Transport & Infrastructure
  - **Major projects update**
- > TasRAIL
  - **Where We Were to Where We are Now**
- > Australian Rail Track Corporation
  - **Advanced Train Management System**
- > Bowmans
  - **Safety Culture & Normalisation to Hazards & Risks**



# Department of Planning, Transport & Infrastructure

## Major Rail Projects

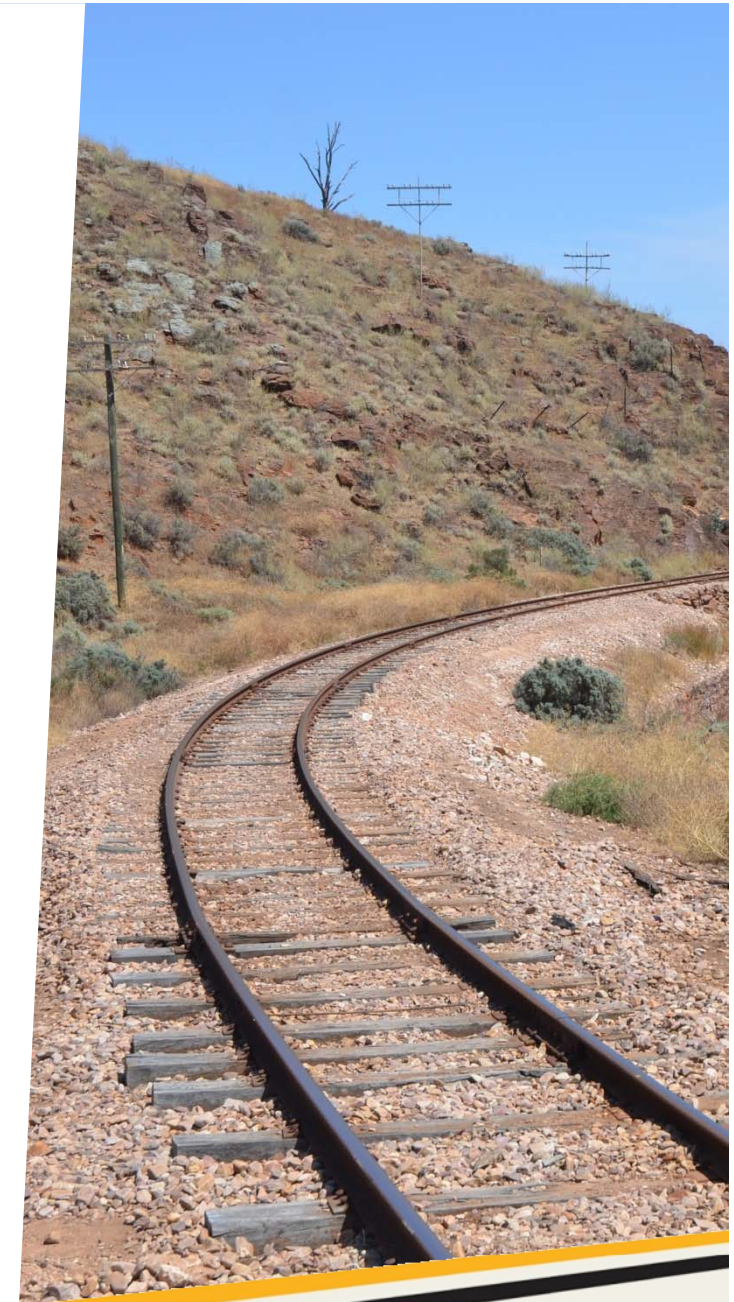
Colin Boulden



# TASRAIL

## Where We Were & Where We are Now

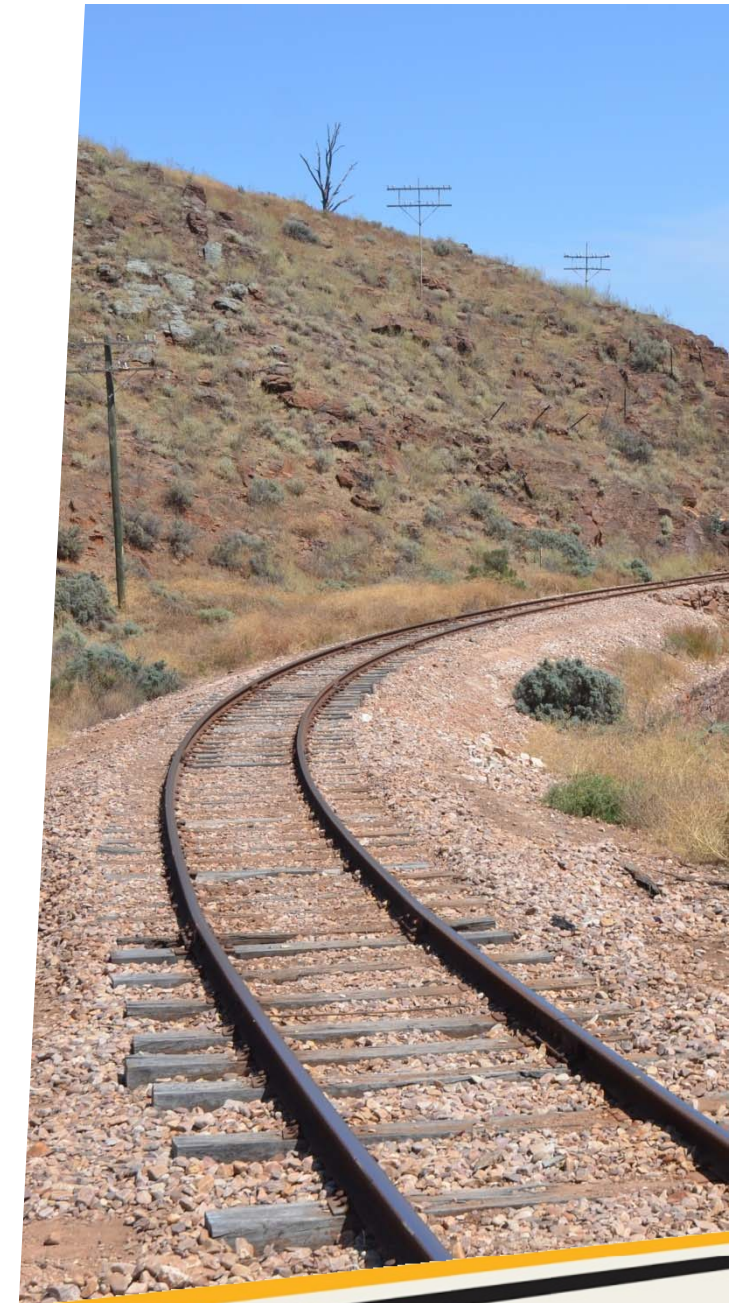
Ian Chapman



# Australian Rail Track Corporation

## Advanced Train Management System (ATMS)

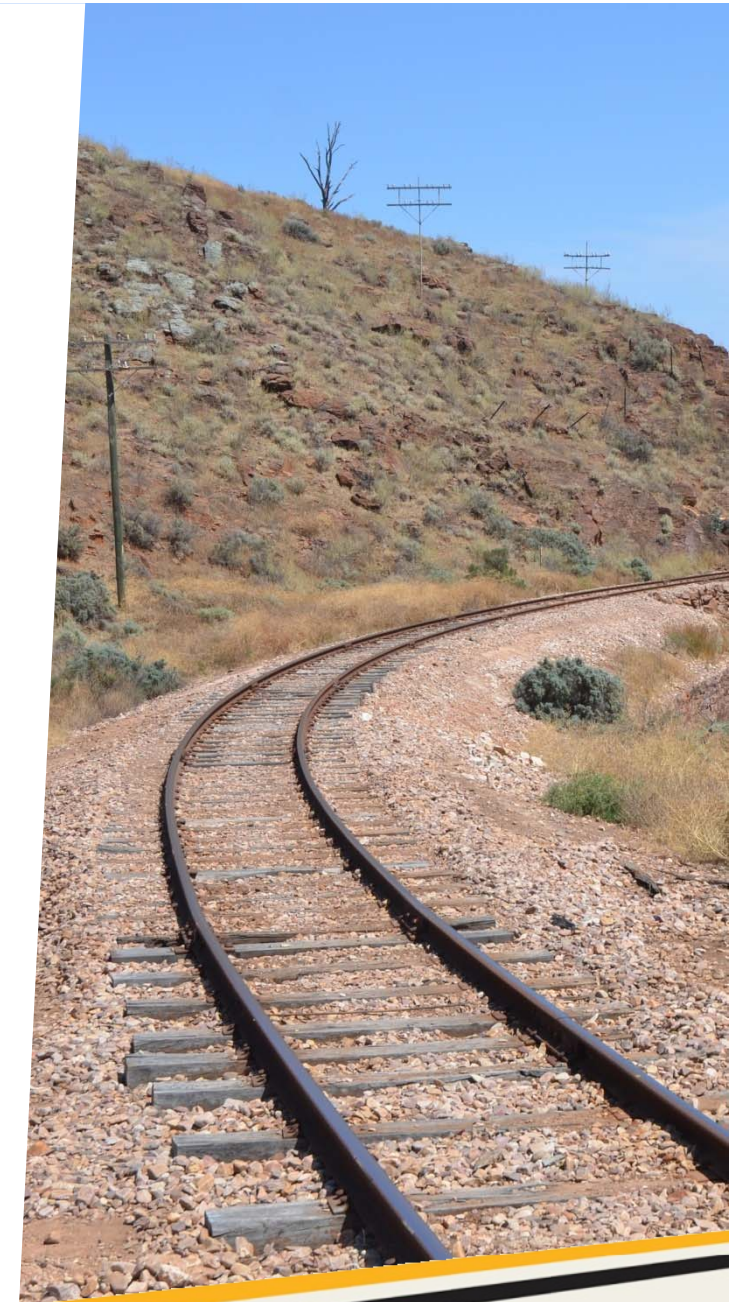
Brad Moorehouse &  
Simon Mitchell



# Bowmans Rail

## Safety Culture & Normalisation to Hazards & Risk

Scott McKay



# In Conclusion

Thank you for your attendance and participation

**Any questions?**

