

## ONRSR Annual Report FY-2020-2021

The Office on the National Rail Regulator (ONRSR) recently released its [annual report](#). The report provides a summary of rail safety performance in the 2020–2021 financial year. This performance is described in terms of safety statistics based on rail safety occurrences notified to ONRSR, and intelligence gathered through regulatory activities.

This report is designed to consider rail safety from a national perspective rather than to single out individual operators or specific incidents. The report highlights specific examples of incidents where they demonstrate issues considered relevant to the wider industry.

This Sector Briefing is intended to highlight specific items contained within the annual report that may be relevant to the Rail Heritage Sector in NSW along with recommending actions.

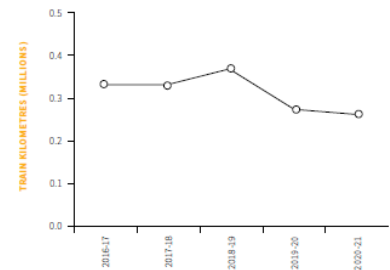
Issue	Report Page	Comment
Serious Injuries	22	<ul style="list-style-type: none"> <li>• Two serious incidents were noted:                             <ul style="list-style-type: none"> <li>○ Worker sustained a hand injury while using a hand tool at a rail maintenance facility – Highlights the importance of the correct use of tools and equipment.</li> <li>○ A worker conducting track maintenance work sustained serious hand injuries while replacing a stock rail and blade - Highlights the importance of using correct manual handling techniques.</li> </ul> </li> <li>• Two instances of persons falling from a station platform onto the tracks where they were using a mobility device - Highlights the importance of monitoring and managing mobility impaired persons on stations. See also ONRSR <a href="#">Safety Message – Falls between the platform and train</a>.</li> </ul>
Derailments	25	<ul style="list-style-type: none"> <li>• In the reporting period there were 8 tourist and heritage train derailments.</li> <li>• This reflects a much higher rate than ‘commercial operators’.</li> <li>• It is recommended that all Heritage Rail Transport Operators review their controls to manage this safety and potentially costly hazard, including infrastructure and rolling stock maintenance, operations management, and worker competency.</li> </ul>
Signals Passed at Danger and Authorities Exceeded	40	<ul style="list-style-type: none"> <li>• In the reporting period there were 20 tourist and heritage train incidents of SPAD or Authorities Exceeded.</li> <li>• This represents around 15 incidents per million train Km, which is much higher than that of ‘commercial operators’ (circa 2 incidents per million train Km).</li> </ul>

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		<ul style="list-style-type: none"> <li>• Instances of trains exceeding the limit of their authorised movement are considered important precursors to collisions and derailments.</li> <li>• It is recommended that all Heritage Rail Transport Operators review their controls to manage this safety hazard.</li> </ul>
Level Crossings	51	<ul style="list-style-type: none"> <li>• There were 34 level crossing collisions between a passenger or freight train and road vehicle reported in the 2020–2021 financial year, resulting in four fatalities and four serious injuries.</li> <li>• All rail safety stakeholders, rail operators, governments and the general public, have a role to play in improving safety at level crossings.</li> <li>• ONRSR launched the National Level Crossing Portal (NLXP) it has been developing on behalf of the National Level Crossing Safety Committee.</li> <li>• It is recommended that all Heritage Rail Infrastructure Managers (RIM) ensure they have a risk assessment for each of their level crossings and works with the Road Manager to put in place an interface agreement that defines the safety responsibilities for each organisation. This is a legal requirement on both the RIM and Road Manager.</li> </ul>
Track Worker Safety	59	<ul style="list-style-type: none"> <li>• No instances of track workers being fatally struck by trains as a result of worksite protection breaches on railways across Australia in 2020–2021.</li> <li>• However, ONRSR was notified of 443 occurrences involving breaches of worksite protection rules and procedures.</li> <li>• Despite a steady reduction in the number of track worker safety occurrences reported to ONRSR since 2018–2019, this remains an area of concern and regulatory focus.</li> <li>• It is recommended that all Heritage RIMs and RTOs review their processes to ensure the safety of their workers within the Rail Corridor.</li> </ul>
Contractor Management	62	<ul style="list-style-type: none"> <li>• <a href="#">Contractor Management is an ONRSR National Priority.</a></li> <li>• Under the RSNL, safety is a shared responsibility of all stakeholders as well as those who supply or provide services.</li> <li>• The level of accountability that falls on any individual or group is related to their ability to influence and control the rail safety risks associated with the matter.</li> <li>• It is recommended that all Heritage RIMs and RTOs review their processes to ensure contractors are aware of their safety duties, have the competency to complete the scope of work and gain assurances about the adequacy of work</li> </ul>

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		performed by them. This would include work that is completed by an organisation without charge.
Control Assurance	63	<ul style="list-style-type: none"> <li>Improvement and greater awareness is required in the tourist and heritage space</li> <li>Heritage Sector groups should be aware of the <a href="#">SMS modules for T&amp;H (&amp; smaller less-complex) operators</a>, these should be used as a guide as to the minimum exception of an Safety Management System.</li> <li>If you have questions or require guidance on control assurance contact John Thorogood (<a href="mailto:john.thorogood@thnsw.com.au">john.thorogood@thnsw.com.au</a>).</li> </ul>
Train Kilometres	74	<ul style="list-style-type: none"> <li>The reduction in tourist and heritage passenger train kilometres reported in the 2019–2020 and 2020–2021 financial years is due to COVID-19 restrictions, which led to the suspension of several operations.</li> </ul>



The above table highlights the items, considered by THNSW, within ONRSRs Annual Report to be the most important the Heritage Rail Sector. Each group should read and be aware of the content of the report and make their own determination on action.

If you have more questions or queries, contact:

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