

## ONRSR Annual Report FY-2021-2022

The Office on the National Rail Regulator recently released its [annual report](#). This report provides a summary of rail safety performance in the 2021–2022 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. It is an ongoing function of ONRSR to work with individual Rail Transport Operators on issues that pertain specifically to them. ONRSR does highlight specific examples of incidents to demonstrate issues considered relevant to the wider industry.

This briefing is intended to highlight specific items contained within the report that may be relevant to the Rail Heritage Sector in NSW.

Issue	Report Page	Comment
Derailments	21	<ul style="list-style-type: none"> <li>In the reporting period there were 5 in-service running line derailments of tourist and heritage trains.</li> <li>This continues to be a much higher rate than “commercial operators”.</li> <li>While none of these derailments involved a NSW Heritage Rail Transport Operator, it is recommended that each operator completes a 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	34	<ul style="list-style-type: none"> <li>In the reporting period there were 5 tourist and heritage train incidents of SPAD or Authorities Exceeded.</li> <li>This represents around 4 incidents per million train Km, which is much higher than that of ‘commercial operators’ (circa 2 incidents per million train Km).</li> <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	47	<ul style="list-style-type: none"> <li>There were 38 level crossing collisions between a train and road vehicle reported in the financial year, resulting in three fatalities and three 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>In 2022 ONRSR announced its intention to focus its level crossing national priority work in regional Australia.</li> <li>It is recommended that all Heritage Rail Infrastructure Managers (RIM) ensure they have a current risk assessment for each of their level crossings</li> </ul>

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		and works with the Road Manager to put in place an interface agreement that defines the safety responsibilities for each organisation.
Track Worker Safety	59	<ul style="list-style-type: none"> <li>• There were no instances of track workers being fatally struck by trains as a result of worksite protection breaches on railways across Australia in 2021–2022. However, ONRSR was notified of 477 occurrences involving breaches of worksite protection rules and procedures, which represents an 8 percent increase on the previous year.</li> <li>• It is recommended that all Heritage Rail Transport Operators complete control assurance of its processes to ensure the safety of their workers within the Rail Corridor.</li> </ul>
Control Assurance	55	<ul style="list-style-type: none"> <li>• Control assurance is the monitoring, reviewing and revising the adequacy of controls in mitigating identified risk.</li> <li>• See the ONRSR <a href="#">Control Assurance Fact Sheet</a> for more info.</li> <li>• “Some operators within the tourist and heritage sector have struggled with the concept of control assurance and require additional assistance”.</li> <li>• ONRSR will roll out support to the sector in early 2023.</li> </ul>
Fires on Trains	37	<ul style="list-style-type: none"> <li>• A spark from a heritage steam train caused a lineside grass fire in Tasmania, highlighting the ongoing fire risk of steam trains.</li> <li>• See also <a href="#">Grassfire near Ararat caused by a heritage train tour</a>, which occurred in February 2022.</li> <li>• It is recommended that operators of steam trains check their controls (typically engineering) to mitigate this significant risk.</li> </ul>
Notable Occurrences	16	<ul style="list-style-type: none"> <li>• Two fatalities were related to falls on stairs, highlighting how what is often perceived as an everyday item can cause serious issues.</li> <li>• All organisations should be aware of the risk to visitors to their sites, and mitigate those risk SFAIRP.</li> </ul>

The above table highlights the items within the ONRSR's Annual Report that THNSW considers to be the most important to 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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