



# *Rail Industry Safety and Standards Board*

Kevin Taylor

Activity Overview



# Scope of Presentation

- Policy Environment
- RISSB Governance Issues
  - Including Board compositions and philosophies
- Standards Development Process
- Approved Standards and Standards under Development
- Other RISSB activities



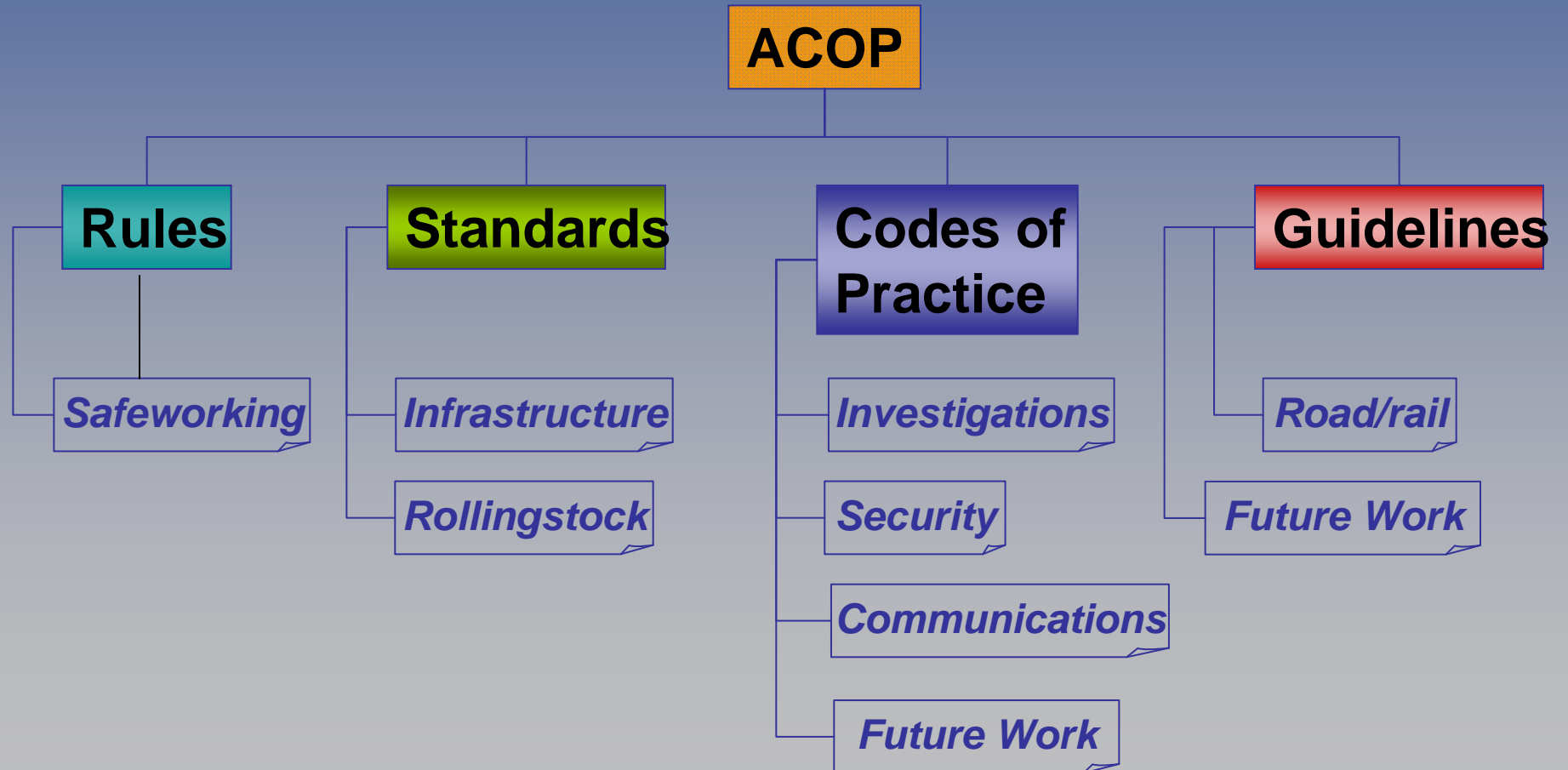
# Policy Aspects

- Co Regulatory Framework
- \$20bn commitment to rail
- ARA Strategic Objectives (x7)
- Recognition of RISSB Products
- Standards are not compulsory
- Not for distribution to non ARA members
  - SAI Global

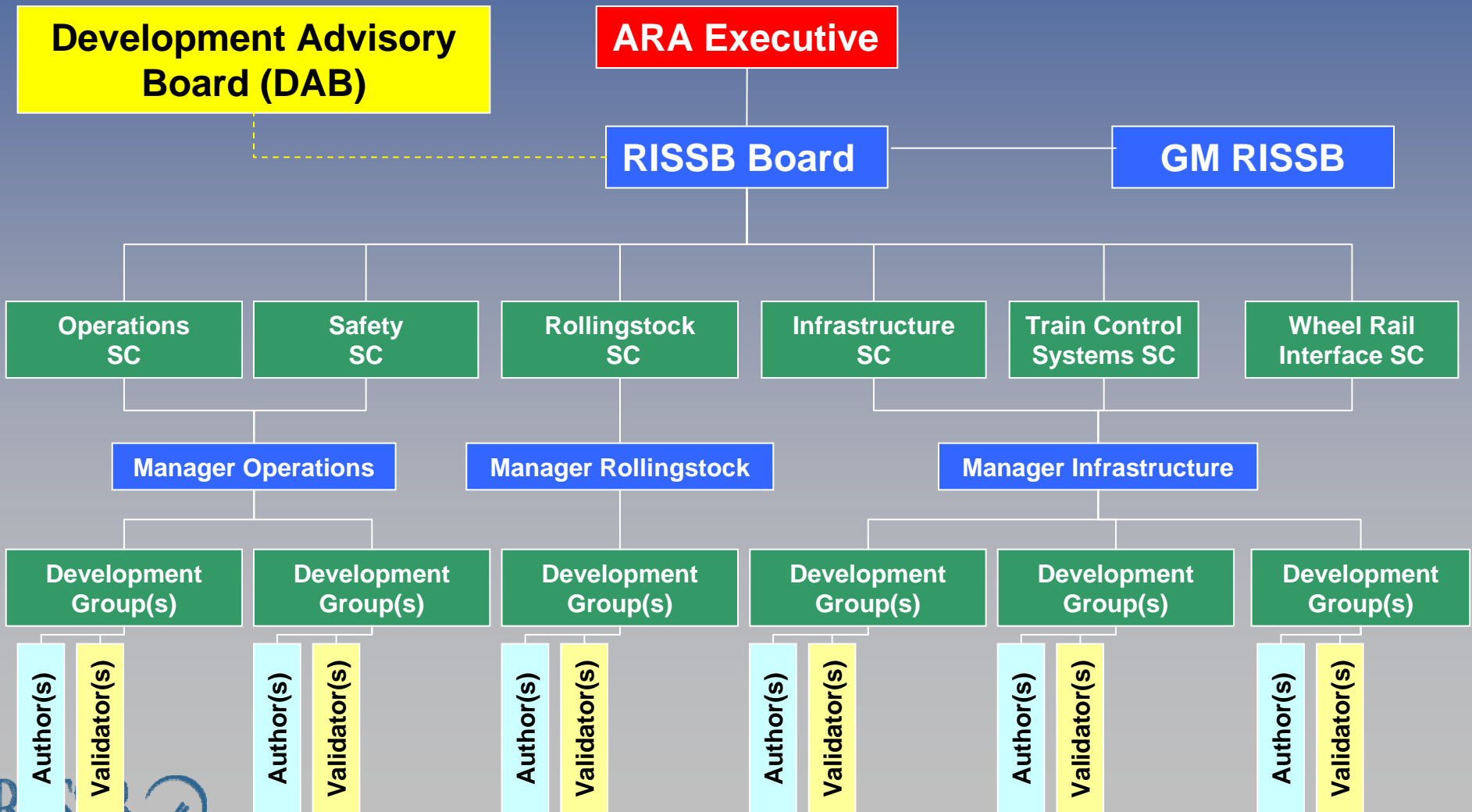
# RISSB Governance Issues

- ARA = parent body
- Funded 50/50 by Government and Industry
  - 3 Year MOU with Government
    - Due for renewal in March 2011
    - Audited by Govt every 12 months
    - Report to RISSB Board quarterly on activities and spend
- Accredited by Standards Australia
- ARA Parent Organisation
  - but report to the RISSB Board for outputs and budgetary matters
- RISSB is not a policy setting organisation
- Work closely with ARA
  - ARA does policy work
  - RISSB operational part of the ARA – Manage the ACOP
- RISSB Activities linked to seven ARA Strategic Objectives

# Australian Code of Practice (ACOP)



# RISSB Governance Arrangements

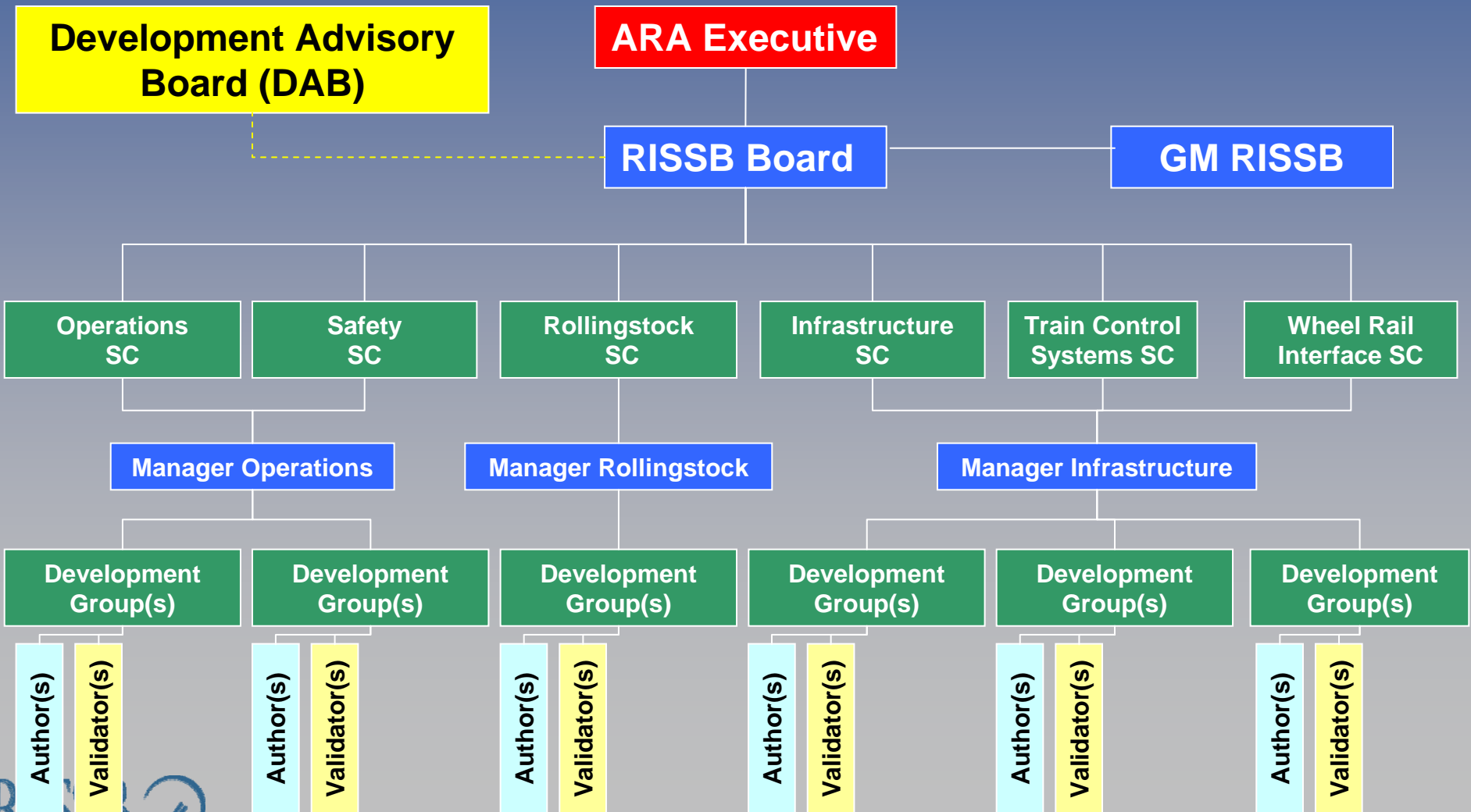




# Committee Composition

- ARA Executive
  - CEOs of all major operators and providers/suppliers representative
  - Chair (Mr Don Telford)
- ARA Council
  - ARA Executive plus provider/supplier CEOs (or reps)
  - Chair (Mr Don Telford)
  - Meets once a year in May timeframe
- RISSB Board
  - A mirror image of the ARA Executive but with GGMs and senior GMs
  - Chair (Mr Bryan Nye)

# RISSB Governance Arrangements





# Committees (cont)

- Standing Committees
  - GGM s or Senior GMs from most major operators and providers as well as supplier reps
  - Selected by the RISSB Board
- Development Groups
  - Major and minor stakeholders
  - Anyone providing he/she are appropriately qualified



# Development Advisory Board

- Chair – Mr Dale Budd
- Members – Mr Alan Osborne (RSR Vic) and Ms Liz McNamara (Deputy DG – NSW MOT)
- Remit – to ensure due process followed in development of RISSB products
- First Meeting in April 2008 to process AS7508 (Track Forces and Stresses) and AS7519 (Bogie Structural Requirements)

# The DAB – Responsibilities

## The responsibilities of the DAB are to:

- work with the General Manager RISSB and the RISSB Board in satisfying its remit;
- facilitate the Government's funding of the RISSB;
- oversee the utilisation of funding provided to RISSB by the Government; and
- act as an appeals committee for any complaints arising from the standards development process.



# ARA Strategic Objectives (1)

- Achieve a single regulatory framework for the rail industry
- Ensure rail is positively advantaged by the emissions trading regime relative to competitors
- Influence policy settings so governments provide sufficient incentives and investments in rail (above and below rail)
- Achieve Industry collaboration to improve efficiency, productivity and safety – Harmonisation
  - more on this shortly



# ARA Strategic Objectives (2)

- Campaign to reduce Level Crossing collisions by working with all stakeholders
  - More on this subject later
- Promote long term strategic planning and policy to ensure rail's contribution to economy and society is maximised
- Facilitate collaboration to define emerging skills and technology needs to ensure efficient supply to support rail industry growth



# Collaborative Activities

- RISSB work – standards, codes etc
- Sharing of management info (data)
- Supply chain activities
- Closer cooperation and collaboration between long distance haul and passenger operations on the nth – south rail corridor
- Establish common terminology across the industry
- Separation of passenger and freight on Sydney network
- Embracing philosophy of likeness not sameness



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# ***RISSB DEVELOPMENT PROCESS***



# Accreditation

- Standards Australia Board considered application on 26 Jun
- Accreditation received 30 July 2007
  - Informal Regulator acceptance
- RISSB 2<sup>nd</sup> largest SDO in AUST behind Standards Australia
- Standards Australia envious of standards development process
  - Expensive though



# Key Developmental Issues

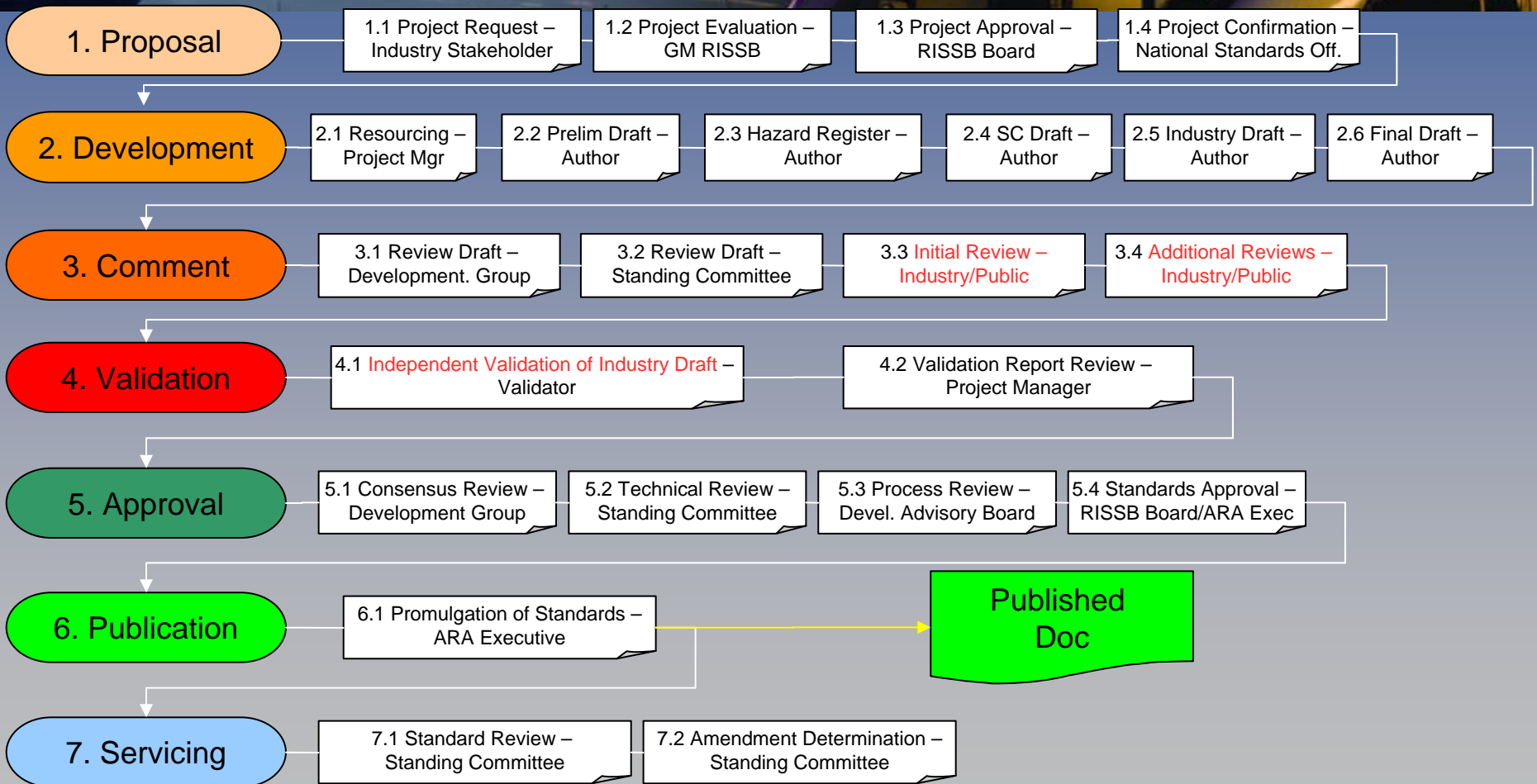
- Steve Rykers instrumental in developing RISSB process
- Seven step development process
  - Standards, Codes of Practice, Rules and Guidelines
- Hazard tree approach to development of standards.
  - Standard risk analysis technique
  - Hazard register developed
- Verify alignment with International standards
- Verify compatibility with national standards



# Key Development Issues

- A minimum of two rounds of consultation
- Independent Validation
- Broad stakeholder input from both industry and the public
  - Except for guidelines
    - Kept internal
    - Validated by Industry
- Appeal process

# Standards Development Steps





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# **RISSB STANDARDS WORK**



# Rolling Stock Standards

## Standards

- Total Number of Standards **136**
- Australian Standards approved **24**
- Standards to RISSB Board in Aug 08 **8**
- Standards presently being developed **44**



# Rolling Stock Standards

- 12 standards being endorsed by the Standards Group
- 11 standards being finalised for Standards Group endorsement
- 21 standards undergoing drafting and review
- 4 standards about to commence drafting
- 5 standards at initiation phase



# Rolling Stock Standards

- **Completed and Approved**
  - AS7505 -- Signalling Detection Interface
  - AS7515 -- Axles
  - AS7516 -- Axle Bearings
  - AS7517 -- Wheelsets
  - AS7519 -- Bogie Structural Requirements
  - AS7531 -- Lighting and Rolling Stock Visibility



# Rolling Stock Standards

- To Be completed in FY08-09
  - AS 7501 -- Rolling Stock Acceptance (1)
  - AS7524 -- Drawgear (4)
  - AS7511 -- Driver Supervisory Systems (3)
  - AS7508 -- Track forces and Stresses (4)
  - AS7509 -- Dynamic Behaviour (4)



# Rollingstock Standards

- **New Standards Work for FY 07/08**
  - Workplace Health and Safety x 4 (AS7502)
    - On hold pending review of OH&S legislation
  - Braking Systems x 4 (AS7510)
  - Body Structural Requirements x 4 (AS7520)
  - Couplers and Drawgear x 4 (AS7524)
  - Exterior Environment x 4 (AS7512)



# Infrastructure Standards

## Standards

- Total Number of Standards 40
- Standards approved to date 0
- Standards presently being developed 4
  - Track Classification
  - Rail
  - Clearances, and
  - Track lateral stability.



# Operations Standards

- Communication
  - Standardise strategic requirements for train radio communications
  - Focus will be on:
    - Interoperability
    - Produce the overall lowest cost industry solution; and
    - Provide a level of reliability and redundancy that meets the operational task and risk environment of the respective rail network
    - Able to support the safety and business needs of track managers and train operators



Other RISSB Projects



***Other RISSB Projects***



# Heritage Locomotive Code of Practice

- Present situation is untenable
  - Experience Levels in Boiler maintenance declining
  - 2 x Australian Standards
  - The Code = ‘How’ to do it
- Aiming for Dec 08 approval
  - Regulators and Industry very supportive



# Accessible Rail (Disability) Code

- Code development commenced in Jun 07
  - Regulator comfortable with RISSB process
  - ARA sought exemptions on 132 DDA requirements
  - Project was deferred due to disagreement on structure of Code's exemplar chapters
    - Issues resolved Feb 08 and project proceeding apace.



# 5002 The ANRP

***Objective:* a library of rules for national application**

- Became an RISSB Project in Oct 06
- Project expands on DOI Vic rules work to encompass Australia
  - Licence Deed signed Nov 07
  - Delay caused by legal disagreement by lawyers
  - But this did not prevent project docs etc being developed
- Timeframe
  - Phase 1 (52 ‘work on track rules and procedures’) Aug 08
  - Phase 2 (70 ‘train operations’) – Aug 09
  - Implementation approx Feb 10.



# 5002 The ANRP

- Key Deliverables
  - A National Suite of rules and procedures
    - For all common (Level 2)
    - Level 3 and 4
  - Plain English Review
  - Risk analysis
  - Traceability
  - Regulatory Impact Statement
  - Independent Validation
  - Implementation plan



# Safety Projects

- Risk Management Guideline
- Safety Culture Toolkit
  - RSSB licence
  - In service by Jul 08
- Legislation Alignment with Model Bill
  - Contract with Deacons to identify differences between National Model Bill and State's interpretation
  - Completed Apr 08
- Human Performance Guideline
  - For Line Managers
  - 80% complete



# RISRB Projects

- National Rail Safety Worker Behavioural Controls
  - Survey of other industries undertaken
- Safety Data Quality Audit
  - Focus on Data processing issues such as reporting regimes for incidents, near misses etc
- Safety Competencies for Rail Workers
- DIRN Codes 1,2,3,4 and Freight Loading manual Updates.



LEVEL CROSSINGS

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**Level Crossings**



# National Survey

- One in four of those surveyed reported having engaged in risky behaviour at a rail level crossing.
- Respondents identified the 16-25 year old age group as being the group of drivers most at risk. (self-aware)
- Whilst 18 – 25 year olds were aware that they were an “at risk” group, older drivers (whilst highly familiar with RLCs) were less self aware of their own risk
- Driver inattentiveness and impatience as the greatest factors.
- Majority aware of flashing lights and boom-gates - fewer spontaneously recalled warning signage at RLX.
- 24 % of respondents reported illegally using RLX at some point



# National Survey

- One in five people surveyed reported that they had crossed a rail level crossing and not known it until after the event
- One in five people surveyed were not aware of any type of penalties for breaking the rules at a rail level crossing.
- Two thirds of those surveyed felt that they were less likely to be penalised for an infraction at an RLC than for speeding on the roads

# Industry Level Crossing Safety Policy

Three keys:

- Education
- Enforcement
- Engineering





# NEAR TO MEDIUM TERM (2008 TO 2010)

- **Education i.e.**
  - Commit to extending and strengthening community Level Crossing safety education programs
  - Develop key safety behaviours from an early age through school education programs
- **Enforcement i.e.**
  - Increase police enforcement activity at hot-spots identified by the rail industry
  - Revise penalties in all State jurisdictions to ensure they are adequate and consistent
- **Engineering i.e.**
  - Speed reductions around selected high-frequency use Level Crossings
  - Rationalize and close redundant crossings where low-use crossings are close together



# FOR THE LONGER TERM

- **Grade separation.**
  - All new lines being built must include grade separation, especially on heavy vehicle routes.
- The ARA calls for measures that aspire to achieve:
  - Total grade separation of metropolitan area suburban passenger networks
  - Total grade separation of all major crossings used by high mass vehicles



# 5002 Summary

- RISSB accredited 30 July 2007 as an SDO
- Large work programme
  - Standards Development, Disability Code, the ANRP, etc
  - New initiatives constrained by finances
- Strong industry participation
  - But need to be mindful of resource limits



*Thankyou*

