
Rail Safety Regulation Heritage Operations

*Strategy for promotion of safety improvement and
increasing maturity of risk processes*



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Background

ITSRR has been working with Heritage sector to facilitate compliance with Rail Safety legislation

- **Heritage grouped by apparent risk profile**
 - Mainline operators
 - Isolated line operators
 - Static museums
- **Compliance with SMS requirements – basis for accreditation**
 - Static museums exempt
 - Mainline operators have been required to comply for some time
 - Isolated line operators required to comply from 1 July 2008
 - ITSRR requested Isolated line operators SMS requirements
- **Responses by Isolated line operators ranged from**
 - Ignoring request
 - Responding just barely
 - Providing a credible plan



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What Next ?

I am assuming the response wasn't great because there may not be an appropriate level of understanding

- How do you judge what elements of the SMS apply to your operation if you don't understand the risk profile of your operation ?
- How do you plan to implement an SMS if you haven't yet determined what that SMS needs to look like in order to control your rail safety risk?
- What if you don't know what "risk profile" actually means ?

ITSRR intends to work one on one with each heritage operator to commence the process of identifying their risk profile – the operators will then need to complete the process by characterising the risks and identifying the appropriate controls

- You will then be in a position to plan for rollout of your SMS



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What happens first ?

ITSRR will be writing to each of the heritage operators and will be requesting some specific information needed to allow ITSRR to prepare for facilitating workshops to help operators establish the context and identify issues/hazards that contribute to their risk profile:

- organisation objectives
- railway operations
- scope of operations
- rail safety work
- accountable people
- rolling stock
- rail infrastructure
- procedures
- interfaces

AS 4360

The chance of something happening – that will have an impact upon objectives.

It is measured in terms of consequences and likelihood



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Risk characterisation

Context	Description	Hazard/Issue	Existing Control	Effectiveness of Control	Risk	SMS elements



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Transparency - one of ITSRR's values

Not only will this process help the heritage operators to understand their risk profile and to commence development of their SMS,

The process will help ITSRR to also comprehend the risk profile for each heritage operator and determine an appropriate response and timeline based on the perceived level of risk to safety that the operations present

There will not be any further opportunity to ignore ITSRR in the hope that your operation will be overlooked or that ITSRR will get busy doing other things



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Friday 26 June 2009

This is the due date you will be asked to submit your operational context

- **Does not need to be complex**
- **Needs to be sufficient to allow ITSRR to help you establish your risk profile**
- **Diagrams can save a lot of words**
- **Help each other**



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