

Immediate reporting and drug and alcohol testing requirements

From 1 July 2019, changes to regulation 28 place a mandatory obligation on operators to drug and alcohol test rail safety workers involved in a prescribed incident, unless:

- > the drug and alcohol testing has been conducted by ONRSR or the police, or
- > the operator has been notified by ONRSR that drug and alcohol testing is not required, or
- > there is a reasonable excuse for not doing so.

The changes mean that some category B occurrences are now immediately reportable and subject to mandated drug and alcohol testing. Refer to ONRSR's Reporting Requirements for Notifiable Occurrences for descriptions of the occurrences.

Immediately reportable to ONRSR on 1800 430 888		Testing required	
All accredited operators			
Currently immediately reportable (Cat. A)	An accident or incident that has caused death, serious injury or significant property damage	Mandatory <i>unless</i> : <ul style="list-style-type: none"> • in relation to suicide or attempted suicide, or • it is an injury resulting from a slip, trip or fall 	
	A running line derailment	Mandatory <i>unless</i> : <ul style="list-style-type: none"> • it is a road-rail vehicle 	
	A running line collision between rolling stock	Mandatory	
	A collision at a level crossing between rolling stock and either a road vehicle or a person	Mandatory	
	A suspected terrorist attack	-	
	An accident or incident involving a significant failure of a safety management system that could have caused death, serious injury or significant property damage	-	
	Any other accident or incident likely to generate immediate or intense public interest or concern	-	
	A breach of a network rule - if it results in, or is in relation to, a breach in which there was a reasonable possibility of an impact between – <ul style="list-style-type: none"> • Rolling stock and persons conducting track work • Rolling stock and equipment associated with, or being used for, track work • Moveable plant, machinery or equipment and persons within an area in which track work is being conducted. 	Mandatory for those serious breaches of network rules where there was potential for death, serious injury or significant property damage (including in possessions)	
	Heavy rail operators – Signal Passed at Danger (SPAD)		
	The passing of a stop signal, or a signal with no indication, by rolling stock without authority - <ul style="list-style-type: none"> • SPAD A1: Limit of authority missed by train crew 		
An accident or incident where rolling stock exceeds the limits of authorised movement given in a proceed authority – <ul style="list-style-type: none"> • SPAD A3: Proceed authority incorrectly given by rail operator 	Mandatory for those SPADs on the running line or on exit of a yard onto the running line		
A rolling stock run-away – <ul style="list-style-type: none"> • SPAD B4: Limit of authority exceeded through uncontrolled movement (runaway) 			
Light rail and tram operators - Light Rail or Tram Authority Exceeded (LRTAE)			
The passing of a stop signal, or a signal with no indication, by rolling stock without authority - <ul style="list-style-type: none"> • LRTAE A1: Road traffic light passed without authority • LRTAE A2: Light rail/tram signal passed without authority • LRTAE A4: Limit of authority missed by light rail crew 			
An accident or incident where rolling stock exceeds the limits of authorised movement given in a proceed authority – <ul style="list-style-type: none"> • LRTAE A5: Authority to proceed incorrectly given 	Mandatory for those LRTAEs on the running line or on exit of a yard onto the running line		
A rolling stock run-away – <ul style="list-style-type: none"> • LRTAE B4: Limit of authority exceeded through uncontrolled movement (runaway) 			