

South Australia

Rail Safety National Law National Regulations (Safety Management System) Amendment Regulations 2025

under the *Rail Safety National Law*

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Part 1—Preliminary

1—Short title

These regulations may be cited as the *Rail Safety National Law National Regulations (Safety Management System) Amendment Regulations 2025*.

2—Commencement

These regulations come into operation on 1 November 2025.

3—Amendment provisions

In these regulations, a provision under a heading referring to the amendment of specified regulations amends the regulations so specified.

Part 2—Amendment of *Rail Safety National Law National Regulations 2012*

4—Amendment of regulation 16—Prescribed requirements for safety management system

- (1) Regulation 16—delete "A" and substitute:
 - Subject to subregulation (2), a

- (2) Regulation 16—after its present contents as amended by this regulation (now to be designated as subregulation (1)) insert:
- (2) A safety management system for a rail transport operator is not required to provide for the matters listed in Schedule 1 clause 20A—
- (a) if the rail transport operator is a tourist and heritage railway operator; or
- (b) unless the rail transport operator is, by notice in writing given to the operator, determined by the Regulator to be a rail transport operator whose railway operations are undertaken on, or form part of, the National Network for Interoperability.
- (3) In this regulation—
- National Network for Interoperability*** means the rail network comprised of those rail networks that are specified as the National Network for Interoperability by map or by description (or both), from time to time by the Regulator, following the unanimous approval of the responsible Ministers, by notice in the South Australian Government Gazette and on ONRSR's website, for the purposes of this definition;
- tourist and heritage railway operator*** means a rail transport operator determined by the Regulator to be a tourist and heritage railway operator as recorded in the Register for the purposes of this definition.

5—Amendment of Schedule 1—Content of safety management system

Schedule 1—after clause 20 insert:

20A—Interoperability of railway operations

- (1) Systems and procedures for the identification and consideration of matters (***interoperability matters***) relating to the ability of a rail transport operator's railway systems to operate together with those of other rail transport operators to enable the rail transport operator's railway operations to be undertaken safely and seamlessly on the National Network for Interoperability (within the meaning of regulation 16(3)), when changes to the operator's railway operations that are undertaken on, or form part of, the National Network for Interoperability are being planned or implemented.
- (2) An interoperability management plan that—
- (a) sets out any interoperability matters that have been identified; and
- (b) includes systems and procedures to ensure that the identified interoperability matters are taken into consideration before changes are made to the rail transport operator's railway operations.

Schedule 1—Transitional provision

1—Transitional provision

- (1) A requirement for a safety management system for a rail transport operator to provide for the matters specified in Schedule 1 clause 20A of the principal regulations, in accordance with regulation 16 of the principal regulations, both as in force on and from the relevant day, does not apply until 28 February 2026.

- (2) In this clause—

principal regulations means the *Rail Safety National Law National Regulations 2012*;

relevant day means 1 November 2025.

Made by the Governor of South Australia

as the designated authority under section 264 of the *Rail Safety National Law* on the unanimous recommendation of the responsible Ministers and with the advice and consent of the Executive Council of South Australia
on 18 September 2025