

GUIDELINE

Monitoring of Fatigue Risk Management Programs – Work Scheduling and Rostering

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The RISSB Development Group for this Guideline consisted of representatives from the following organisations: Aurizon, CQU, Ergonomie, KiwiRail, MTM, PTA, RTBU, TfNSW, and V/Line,

The Safety and Operations Standing Committee verified that RISSB's accredited process was followed in developing the product, before the RISSB Board approved the document for publication.

RISSB wishes to acknowledge the positive contribution of subject matter experts in the development of this Guideline. Their efforts ranged from membership of the Development Group through to individuals providing comments on a draft of the product during the open review.

I commend this Guideline to the Australasian rail industry as it represents industry good practice and has been developed through a rigorous process.



Alan Fedda

Chief Executive Officer
Rail Industry Safety and Standards Board

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Objective

The objective of this Guideline is to assist Rail Transport Operators (RTOs) in monitoring their management of work scheduling and rostering fatigue-related risk within a fatigue risk management program (FRMP).

The guideline assumes RTOs already have a fatigue risk management system that closely aligns with ISO 31000 or AS 4360 Risk management and meets the RTO's obligation under Rail Safety National Law.

GUIDELINE PREVIEW ONLY

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Section 1 Scope and general

1.1 Scope

The scope of this Guideline is to provide guidance on establishing a monitoring system for work scheduling practices as part of a fatigue risk management program (FRMP) as outlined in the Rail Safety National Law Regulations. This further assists RTOs with meeting requirements under state WHS/OHS legislation.

This supports RTOs in developing an FRMP that is effective, supports continuous improvement and manages the risk of fatigue in rail safety operations so far as is reasonably practicable (SFAIRP).

The design and elements of an FRMP are not included in the scope of this guideline, however, the monitoring of these elements is included, given how they interact with and impact work scheduling practices and with the interrelationship between all elements of an FRMP.

Whilst bio-mathematical models (BMM) are discussed in this Guideline, the determination of thresholds is not within the scope. See Section 4.3

For further information about developing an FRMP, refer to the *ONRSR Guideline - Fatigue Risk Management*.

1.2 Referenced documents

The following documents are referred to in the text in such a way that some or all of their content constitutes highly relevant considerations of this document:

- *ONRSR Guideline – Fatigue Risk Management*
- *ONRSR Guideline – Meaning of duty to ensure safety so far as is reasonably practicable*
- *ONRSR Guideline – Safety Management System*
- *Biomathematical Fatigue Models Guidance Document 2021 – Civil Aviation Safety Authority (CASA) Australia*

1.3 Defined terms and abbreviations

For the purposes of this document, the following terms and definitions apply:

1.3.1

blank line roster

roster with allocated days on without shift details (sign on/sign off)

1.3.2

BMM

bio-mathematical model

1.3.3

FRMP

fatigue risk management program

1.3.4

lift up

commencement of shift earlier than the rostered time

1.3.5

RSNL

Rail Safety National Law