



# ASSOCIATION OF TOURIST & HERITAGE RAIL AUSTRALIA

---

ABN 19 755 744 868

## Rail Safety Report to the ATHRA Members February 2010

### 1. Review of the Model T&H SMS Guidance Documents

Following finalisation by the various groups involved in its preparation, the document was endorsed by the Rail Safety Regulators Panel in early Feb 2010. It is now pending publication on the Panels website – [www.rsrp.ans.au](http://www.rsrp.ans.au) This document has a different style to the previous NSW and Vic versions which are a more of a template style. These can be made available if needed by ATHRA.

### 2. RISSB – Draft Boilers for Rail Code of Practice

The preparation of the second stage of the Rail Industry Safety and Standards Board (RISSB) *Boilers for Rail Code of Practice* is continuing with many meetings and phone hook ups between the reference group members. They have been in particular working on the many appendices to the document. It is hoped to have the document ready for the second stage of comment in the second quarter of 2010.

### 3. A Single Regulator

Since the early January report to ATHRA members, work to set up the Single Regulator and the National Partnership agreement is progressing. The Project Director's position has been advertised and it is expected that the appointed person will commence work in March 2010.

The Council of Australian Governments (COAG) in December 2010 determined to establish a single Rail Safety Regulator to be established by 2013. The National Regulators Panel are working in the meantime, on strengthening the harmonisation between them.

The Act to enable a Single Rail Safety Regulator will be based in South Australia. Head office will be in SA with offices in each state. The various states will have an Act that points to the SA Act – using the applied template law model. ATHRA will be following the establishment of this regulator closely and is likely to be represented on consultative panels in conjunction with the Australasian Railway Association. Members help and assistance in commenting on documents will be sought.

One area to be reviewed as part of the setting up of the Single Regulator will be the National Model Act. ATHRA's current areas of concern are:

- Section 68 – Competency Assessment
- The definitions of a railway/tramway and the Regulator Reach
- Inclusion of a definition of a heritage rail operator

- Rail Safety Worker definition
- The impact of the system on the heritage micro operators – the excessive paperwork given their size and whether alternative provisions can be incorporated within the Act and Regulations for them.

#### **4. Level Crossings**

The rail industry through the involvement of RISSB and the ARA continues to have a strong focus on the issue of level crossings with many government, road and other parties involved in try to address the various matters.

The ATHRA database specifically for level crossing incidents in the tourist and heritage sector continues to be managed by Mike Lee from The Savannahlander in Cairns. See [ATHRA Alert #46](#) for full details.

#### **5. Training Materials**

ATHRA volunteers have worked through the comments received on the Lesson Plans and Checklists. They are now being incorporated into the next version of the documents. It is hoped to have them ready for the second round of comments during the 2<sup>nd</sup> quarter of 2010.

In March 2008, ATHRA published the first draft of the “Guide for Training and Competency Assessment Skills for Steam Locomotive Boiler Firemen” It has undergone a number of consultation steps since. The draft training materials for Firemen has been checked against this document and some additional points have now been covered in both documents to ensure completeness and consistency. A fourth draft has been prepared and it is recommended for formal adoption by ATHRA at its March 2010 meeting.

#### **6. Review of Health Standards by the NTC**

ATHRA is represented on the panels undertaking a review of these standards. One of the outcomes has been the recognition of the impact that these standards are having on the heritage sector, in particular costs. The revised documents will not be issued for public comment until mid 2010. Harmonisation of the cardiac testing with the road industry is under active review.

#### **7. Reciprocating Engines**

ATHRA has been contacted by the consultant reviewing the High Risk License Assessment Instrument for Reciprocating Steam Engines. Although this is an industrial document that applies to engines with a cylinder diameter greater than 10”, some OH&S authorities are of the view that it is applicable to steam locomotives as well. The work is being done for ElectroComms and Energy Utilities Industry Skills Council Ltd by David Neyle of Lightship People Systems. David was involved in the revision of the Boiler Training documents, though work on this was subsequently suspended. David has been provided with copies of our training documents, the TLISC competency assessment for Steam Locomotive Driving and other ATHRA documents. Dennis Camplin of Don River Railway has assisted in a teleconference on this topic.

ATHRA is of the view that the TLISC (Transport Logistics Industry Skills Council) documentation, on which our training documents are based on are the appropriate documents for railway locomotives. The EE Oz documents are written for stationary steam engines, of which there are only a few in industrial service in Australia.

It is recommended that ATHRA prepares a "Guide for Training and Competency Assessment Skills for Steam Locomotive Engineman (Drivers)" similar to the one for Fireman.

#### **8. International Rail Safety Conference Melbourne (IRSC) 2011**

The IRSC Conference is planned for Melbourne in October 2011 (16/10 to 21/10). For the first time, both light rail and heritage aspects are planned to be incorporated within the conference. This is an excellent opportunity for the heritage sector to become better known throughout the Commercial Rail Sector.

ATHRA was supplied with a briefing paper in June 2009, prior to the conference being formally confirmed for Melbourne. The IRSC is an international rail industry conference organised and managed by the combined rail industry of the hosting country. The IRSC is a private "not for profit" rail industry conference and run by rail safety professionals for rail safety professionals.

Delegates to the annual IRSC are normally railway safety practitioners and specialists. They are invited from railway organisations, from government railway safety regulators and railway accident investigation agencies, rail heritage organisations, and from railway unions and associations representing railway organisations.

The IRSC official web site is [www.intlrailsafety.com](http://www.intlrailsafety.com)

#### **Your Assistance Please.**

If you are finding any problems, have any concerns with the various Rail Safety Acts or other areas where ATHRA may be of help, please do send us an e-mail to advise us of the problem. While we may not be able to resolve them for you immediately we will take them on board. Please email these to [railsafety@athra.asn.au](mailto:railsafety@athra.asn.au)

Warren Doubleday  
ATHRA Rail Safety Co-Regulation Group (RSCRG) Representative  
9/2/2010