

Safety Regulation in New Zealand from a Tram Perspective
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Notes on Presentation

Glen presented a power point presentation titled “Working together for Safety”

The LTSA have adopted a hands off approach. At present, the appointed auditors don't work for the regulator. There are 25 auditors for some 80 organisations. There are some issues resulting from this.

During 1993 – 2003, there were 36 tram incidents – most car vs tram. There is no distinction between tram and trains in their viewpoint. The new rail safety acts proposes a Safety Case approach, rather than safety systems. It will consider the risks of operating, outlining how the risks will be managed. They will help to write the system.

In the future, it is proposed that the LTSA will instruct the auditors, rather than the railway instructing the auditors. Noted that FRONZ was lobbying heavily on the draft bill. New legislation allows for less frequent audits.