

REPORT OF THE TRAINING AND QUALIFICATIONS CONVENOR

INTRODUCTION

The past four years or so have been super active for this role, considering the question of what to put in place when the old Boilers Lifts and Cranes Act is repealed.

Reasonable progress was made fairly early on with the obtaining of an acknowledgment from the authorities that the vintage steam operators were entitled to special consideration when new rules and standards were put in place. The first attempts at accommodating our needs were looking like we would have been lumped in with the industrial energy enterprises, which was totally unsatisfactory.

As time passed, and with a bit of lobbying, it was recognised by the authorities that special case treatment was appropriate, and progress was positive from there on.

It was important from our point of view to accept that change was not only going to happen, but was also necessary, and once the key and knowledgeable people within the Federation got onto the case, much progress was made toward what we have today.

My task over the recent past has been to co-ordinate the views of members of the production of the unit standards.

The many resourceful people in the museums willingly gave of their time and knowledge to achieve an outcome that would be acceptable to the members.

DEVELOPMENT

Unit Standards

Firstly the Unit Standards had to be written and now that they are completed the next phase of development is the formalising of the driver training programmes that exist and to establish a competency assessment process so that museums can move forward with driver and driver assistant training. We were always conscious of the need to keep it simple and many hours were spent discussing the details with Government Officials, NZQA, and the Unit Standards writer in an effort to create a training and assessment programme that was realistic and workable in a heritage tramway and railway environment. I am confident that this has now been achieved.

Code of Practice (CoP)

Once the working draft of the CoP was completed it was then appropriate to progress with the Assessment Guides for the measurement of the competencies of a candidate against the Unit Standards Performance Criteria. Translated this means that someone will turn up at your site and decide whether your trainee is capable of driving a locomotive.

The Dairy Industry Training Organisation (DITO) will now be able to set up an assessor programme that will allow the steam groups within the Federation to operate without the need for trainees to travel to the likes of Manukau Polytechnic for a course which would be totally out of the question.

MUSEUM SITE-CANDIDATE ASSESSMENT

At present DITO is in the process of registering the National Certificate in the (Operation and Maintenance of Steam Driven Vehicles).

This will put in place a system to replace the traditional means of certification with which you are probably familiar.

Those people who are at present working through the qualification under the old system will not need to abandon their present course of study because the new qualification will accommodate that experience and knowledge, as will the qualifications of those who have completed the (Land Engine Drivers Certificate). It must be clearly understood that those who have qualified under any previous examination do not need to requalify under the new system.

SHOW**ASSESSMENT GUIDES**

OHP FOIL

A series of assessment guides have been prepared for the use of the assessors in the following fields

ASSESSMENT GUIDES

Inspect and report the condition of a steam driven vehicle. Practical.

Unit number 11155

Demonstrate knowledge of the maintenance and repair of steam driven vehicles. Theory and Practical Assessment.

Unit number 11156

Operate a steam driven vehicle

Unit number 11154

Manoeuvre a steam driven rail vehicle

Unit number 11158

These assessments are the means by which a trainee (candidate) will acquire their qualification to drive a steam powered vehicle on a tramway or railway.

Once all of the required procedures are in place, and the DITO and the Federation have appointed the assessors, we will move to the point of collecting together the names of people who are working through the present system and those who wish to begin at some time in the future.

An administrative procedure will need to be worked out with the DITO so that we can start the new system as soon as the green light comes up.

The next year or so will be critical to the operation of this new set up, as we will now see how our new creation will perform. Fortunately with this system there is an opportunity for review and adjustment as we gain more experience in the system.

It won't be until the first few have progressed through the assessment procedures that we will be able to confirm that

- A). the training is adequate, and
- B). the assessment procedure is appropriate.

SHOW**The Process of (Workplace) Rail Operator Site Assessment OHP FOIL**

Should anyone require further information please contact me at (04) 234-7199 or 025-246-7255 or t&mburling@xtra.co.nz

I apologise for not being present to present this report, but some important work related activities caused me to have to change my plans.

Trevor Burling

Qualifications and Training Convenor

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- Unit number: 11158

THE PROCESS OF (WORKPLACE) RAIL OPERATOR SITE ASSESSMENT



