

COTMA Conference 2006

COTMA Chairman's perspective

Warren Doubleday



The Past – Melbourne 1982

- The last Melbourne Conference – 1982 – the MMTB still alive – just – four or five iterations later and lots of politics > Yarra Trams and Melbourne’s Love Affair with its trams.
- Tram driver training competency – determined not to proceed with – guess what!
- Brussels trucks – now coming into service
- Sales tax – what?
- Insurance – bounced back again with vengeance – now getting under control again, but in the future?
- Reciprocal rights visiting – need and how to do.



Ten Years Ago – Hobart 1996

- 10 years ago – 1996 – Hobart
- Reciprocal rights visiting – seems to be resolved now – happening – knowing people
- Problem of restrictive access to equipment ex Melbourne
- Awards – do we need them?
- Rolling stock Maintenance and Operation Safety Committee – what happened to it?
- Victorian Rail Safety – in the wings, but applied if you were on PTC owned property. Already in place in NSW. Relatively informal compared to today.



Today's Challenges

- Today's Challenges – Sustainability in the LONG term
- New Rail Safety Act and Regulations and its implications.
- The Regulator/s (all 9) understanding of street tramways
- Changes in Tourism spending patterns
- Continuing and improving Museum governance processes and collection management.
- Succession Planning – to maintain the tramway operational capability in the long term – particularly tram crews and workers
- Improving our Community Involvement.
- Maintaining your enthusiasm.
- Telling the stories of your collection to your visitors



The Conference 1

- The conference papers look at a number of these issues.
- The COTMA Executive cannot resolve your individual organisational issues, it may be able to help.
- We need feedback.
- The importance of information sharing – freely with one another and working together to help the bigger railway and even sometimes the commercial sector is a challenge that can be met by us.



The Conference 2

- COTMA has been around for 31 years. The heritage rail sector is still tribal (state based within Australia) in many ways – not broadly relating well across the borders – a challenge for ATHRA, which it will take time to build. The ARA has addressed this at the commercial level well and meeting together. The T&H sector is often at that table too.
- In NZ – FRONZ, 33 years, has broken down these barriers and the recent changes to the rail network ownership have been positive.
- COTMA Conferences help to breakdown the barriers and enable us to work together in a very productive way. The most essential ingredient is however – your participation and attendance at forums and build those linkages.