

## **Rail Safety Panel**

Geoffrey Claydon (Chair) – (Tramway Museum Society UK)

Paul Salter (National Transport Commission)

Kym Smith (Public Transport Safety Victoria)

Trevor Burling (Wellington Tramway Museum)

Warren Doubleday (Council of Tramway Museums of Australasia)

Points raised during the discussion were:

- Management Training in Rail Safety, eg CEO's, is applicable currently in some states. NTC draft regulations do not require specific training for CEO's etc to have management training.
- Coupling Trains / Tramcars – Museums should review their procedures to ensure safe practice, following the recent death of rail workers undertaking shunting duties in NSW.
- The definition of a “Rail Safety Worker” does not extend to Management.
- Management responsibility discussed. Volunteer Managers have an exemption in the draft NTC Model Act from prosecution. ‘Duty of Care’ is still applicable however.
- One of the FRONZ's principles is “inclusiveness”
- The problem of consistency within jurisdictions and between them was discussed.
- Policy implementation also varies between jurisdictions.
- Problems of mutual accreditation – regulator is required to consult when a party operates in a number of jurisdictions. The same process should be used.
- Risk identification – will be a major aspect in compliance with the new regulations or processes.
- Training for various supervisory positions – each organisation will need to sort the job descriptions of the various supervisory positions and the training needed for each and their documentation support. Noted that a ‘Duty of Care’ applies between each worker – this is a statutory requirement in the new model bill. Segregation of duties – each organisation will need to develop its own documentation framework for this.