Rail Safety in Australia The Future Shape?

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Apologies

- NZ is doing its own thing.

A National Model Act?

- Current Position
  - NSW – “On hold” – industry opposition
  - Tas – programming 2009
  - WA – progressing, but now an election
  - NT – being developed
  - Qld – “On hold” – union opposition
  - SA – Implementation imminent
  - Vic – Implemented their version – T&H have until 30/6/2009 to be compliant.

Review of Model T&H Docs

- Qld Regulator carrying out review
- A number of volunteers assisting
- Looks at material to be covered
- Consolidation
- Late 2008 completion.
- Any other volunteers?

ATHRA - 1

- ATHRA Report to RSCF
  - Strategic paper
  - Single regulator
  - Needs a new model – fosters development
  - If under OH&S – lack of knowledge
  - Codes of Practice
  - Problems of matching micro to macro – “Likeness not Sameness”

ATHRA - 2

- ATHRA Report to RSCR Continued
  - Not necessarily annual monitoring
  - Different system for non-network
  - Volunteer exemption from prosecution
  - Sector self monitor?
  - Possible need to redo the paperwork to fit another new system
  - Not part of the National Transport Task

ATHRA - 3

- Current Situation
  - One size fits all approach is oppressive and impeding development
  - Some auditors have little understanding of heritage equipment and railways in general
  - Recognition that Safety is needed
  - Resulting in the demise of operators
  - Causing resentment and frustration – not scalable, people leaving

ATHRA - 4

- Current Situation cont.
  - Some poor communications from Regulators
  - Medical system is a one size fits all
  - Under the purview of the NTC – why?
  - People no longer enjoying volunteering.

OH&S Review

- ATHRA Submission
  - Problems with model act approach
  - Volunteer exemption
  - Codes of Practice (steam)
  - Problems of legacy equipment
  - Volunteers do not relate to OH&S – Employers and Employees
  - Competency Assessment – use of RTO's.
- ARA Submission

RISSB

- Couplers – Brakes – good feedback
- Track Classification – >1m gauge
- Trams/ Light rail out of scope
- Macro vs Micro (Likeness not Sameness)
- Boilers
- Scalability – how to accommodate

A Single Regulator

- COAG > NTC – Regulatory Impact Statement
- Various models being looked at
- Cost impacts on different sectors, including small business (us)
- Information Paper issued
- Heritage identified by NTC as a stakeholder.

Training and Assessment - 1

- NTC – interim results
- NTC like the RTO System – provides a specific standard of assessments
- Complex issues
- Heritage has often the only qualified people – not the RTO's
- Issues of costs, multi-tasking, alternatives
- Regulators have issues with the proposal

Training and Assessment - 2

- 82 Regulated heritage operators in Aust.
- Capture of the skills and knowledge for the future
- The rail organisation is responsible for a person's competency
- Working Group meeting before end of 2009.
- If a single regulator, NTC view could prevail.

Other Info.

- Safety Reports
- What is a Heritage Railway?
- Feedback and your thoughts are vital.

NZ – Hold it!

"Wherever possible, I want to look at how we can extend to New Zealand the work we are doing in the COAG Business Regulation and Competition Working Group on national regulatory arrangements," Mr Rudd said. “

The Australian, 20/8/2008, Rudd calls for a Trans Tasman Economic Market