

rail safety update



December 2009

Welcome

News update from the NZ Transport Agency rail safety team for the rail industry and safety assessors

The new face of the NZ Transport Agency

As of 1 August 2008, Land Transport NZ and Transit NZ became one new organisation – the New Zealand Transport Agency (NZTA).

We are a Crown agency responsible for contributing to an affordable, integrated, safe, responsive and sustainable land transport system. This involves the planning and funding of land transport. It involves the enforcement of laws, regulations and rules, and the collection of revenue. It also involves ensuring New Zealanders have access to land transport, including through building, operating and maintaining land transport systems. This is work we undertake with a number of partners.

To help ensure safety on New Zealand's railway networks, the NZTA are responsible for regulating railways by:

- administering the [Railways Act 2005](#)
- licensing organisations that control and use rail networks
- monitoring accidents and incidents.

We have recently launched our new website where you can access information on rail – www.nzta.govt.nz.

KiwiRail

The New Zealand Railways Corporation now owns the access and operations of New Zealand's main rail businesses – KiwiRail (formerly Toll Rail) and ONTRACK.

All operators should now review their safety cases, systems and joint operating plans to ensure that the NZTA and KiwiRail are correctly referred to in these documents.

Correspondence to the NZTA

These days, we prefer to receive correspondence electronically. All correspondence is now stored on an electronic storage system at the NZTA, so sending your letters, files or reports electronically saves us a bit of time.

Please send all of your electronic correspondence to your client manager and please CC our Rail Safety Manager - john.freeman@nzta.govt.nz. However, if electronic mail is not available for your organisation 'snail mail' will still be answered!

Staff changes

John Freeman — Rail Safety Manager

John joined the team in July 2009. He comes from a strong auditing/assessment and mechanical background. John has been involved with rail safety assessments since 1994 and comes to the NZTA from his previous position as deputy Chief Executive of TelarcSAI Ltd. He spent 10 years as a rugby referee and is an adrenaline junkie and mountain biker.



Adrian Douglas — Senior Rail Safety Advisor

Adrian joined the team in August 2008 from ONTRACK Network Control. He had 25 years in the rail industry in the mechanical and operations fields. Adrian enjoys motorcycling in his spare time, particularly the long rides!

Departures – John Oldroyd has now left the rail team and is National Manager Vehicles for the NZTA.

Assessor training

Merv Harvey, Rob Gould and Anna Cleary have been travelling around the country to provide some additional training for our assessors. The training covered things like:

- Background on the NZ Transport Agency
- Rail safety team introductions
- Railways Act 2005 – Safety assessment requirements
- Licence holder requirements
- Safety assessment reporting
- Assessor specific issues
- Safety assessment process and close out

From the feedback received, these courses have been beneficial to both assessors and the NZTA, and with continuous improvement the name of the game, all licensees can now look forward to more rounded and informative rail safety assessments.

Information for rail participant organisations

What are conditions, recommendations and observations?

When you get your next assessment report there may be some or all of these terms in it. Here we clarify the differences between them:

Conditions

Conditions are findings of non-compliance which may arise in one of two ways. Firstly, the safety system procedures may meet the requirements of the Act but are not being implemented and complied with in practice.

Secondly, the organisation's procedures may not conform to the Act's requirements – even though those documented procedures may be being followed.

Conditions, indicated by a [C] code, are given either a high, medium or low rating and are included in the safety rating calculation.

Example: Evidence of a required annual track inspection not produced at assessment.

Safety Recommendations

Safety recommendations are actions that the organisation is strongly urged to implement in the interests of good safety management practice but are not considered non-compliances and are not included in the safety rating calculation. Safety recommendations are indicated by an [R] code.

Example: That the interval between refresher trainings could be decreased.

Observations

Observations are either conditions or safety recommendations that are applicable to another rail participant but need to be identified for follow up. It is not necessarily expected that the organisation being assessed address these observations, as they will be reviewed, managed and passed on by the NZTA to the parties concerned. Observations are indicated by an [O] code.

Example: That a visiting track maintainer is not signing in when attending the site.

Changes to client management process

Recently we have changed the way that rail participant organisations are managed at the NZTA to improve our customer service to you. Rail participant organisations have now been allocated to a specific client manager from the Rail Safety Team. If you haven't heard from them already, your client manager will be in touch soon to introduce themselves to you.

Client managers should be your first point of contact for all rail safety issues.

They are responsible for:

- arrangement of annual safety assessments
- post-assessment follow ups and close outs
- processing of variation applications
- field visits
- answering any other queries.

Each client also has another member of the rail safety team acting as a peer reviewer. Peer reviewers or other team members will also look over the above issues as there's nothing like a second opinion to help ensure compliance! There will start to be a real focus on the closure of any outstanding conditions/recommendations following annual safety assessments, and we would appreciate your prompt attention to these.

NZS3760 – Electrical equipment tagging/inspection

An opinion has been sought from the Department of Labour (DoL) on whether this standard applies to clubs or organisations staffed entirely by volunteers. The DoL have stated that it's not mandatory for these groups to conform to this standard.

However, the advice is that any organisation that employs any paid staff or contractors at any time must be conforming to this standard.

Did You Know? There are currently 93 licenced rail industry participants in New Zealand!

Reporting level crossing incidents

Incidents involving motor vehicles acting illegally at level crossings should be reported to the police. The number to call to report these incidents are:

Northern Communications	(North Of Taumaranui)	0800 780 101
Central Communications	(Wellington - Taumarunui)	0800 780 102
Southern Communications	(Entire South Island)	0800 780 103

In all EMERGENCIES Dial 111

An event number should be obtained from the relevant communications centre. Then an incident form should be filled in and faxed to the number provided on it.

How to contact the NZTA rail safety team

John Freeman	Rail Safety Manager	04 894 5012	john.freeman@nzta.govt.nz
Merv Harvey	Principal Rail Safety Advisor	04 894 5003	merv.harvey@nzta.govt.nz
Anna Cleary	Senior Rail Safety Advisor	04 894 5001	anna.cleary@nzta.govt.nz
Adrian Douglas	Senior Rail Safety Advisor	04 894 5015	adrian.douglas@nzta.govt.nz
Rob Gould	Senior Rail Safety Advisor	04 894 5002	rob.gould@nzta.govt.nz
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