



DISCUSSION PAPER

SAFETY REGULATION OF HERITAGE RAILWAY OPERATORS

NOVEMBER 2007

1. BACKGROUND

Under the *Rail Safety Act 2002*, railway operators in NSW are required to be accredited by ITSRR. Section 48A of the 2002 Act requires accredited operators to have in place a safety management system for identifying, managing and controlling risks.

A heritage railway is a railway operation principally involving the restoration, preservation or operation of vintage trains.

In late 2005 and early 2006 ITSRR was instrumental in developing the Rail Safety Regulators' Panel (RSRP) publication *Safety Management System Guidance for Tourist and Heritage Railway Operators*, which was intended to assist operators to meet the requirements of the National Rail Safety Accreditation Package (NAP).

The NSW *Rail Safety (Safety Management Systems) Guideline 2006* (SMS Guideline) was gazetted in June 2006 under section 48A of the 2002 Act. The SMS Guideline adopts the NAP as mandatory in NSW. It applied to all commercial railway operators from 1 July 2006 and was intended to apply to all heritage railway operators from 1 January 2007.

In August 2006 ITSRR issued an Accreditation Policy for Tourist and Heritage Rail Operators. The policy stated that:

- mainline heritage operators and “higher risk” isolated line heritage operators were required to have in place a safety management system which complied with the SMS Guideline, or a “safety improvement plan” to implement the SMS Guideline within a reasonable timeframe; and
- “lower risk” isolated line and other heritage operators were required to have in place relevant aspects of a safety management system, or a “safety improvement plan” to implement relevant aspects of a safety management system within a reasonable timeframe, and/or comply with special conditions of accreditation.

Two isolated line operators, Zig Zag Railway and Sydney Tramway Museum, were identified as being “higher risk” isolated line operators because of their complex operations and high numbers of passenger trips.

To support the implementation of the SMS Guideline ITSRR provided funding of approximately \$30,000 to Rail Heritage Australia (NSW) Inc (RHA) for the provision of

practical assistance to “lower risk” isolated line and other heritage operators to develop and document their safety management systems.

As a result of the RHA project and audits conducted by ITSRR it became clear that “lower risk” isolated line and other heritage operators would require additional time to comply with the SMS Guideline. Therefore, in December 2006, the application of the Guideline to “lower risk” isolated line and other heritage operators (listed at Attachment A) was deferred until 1 July 2008. In the meantime, these operators are being audited against all other obligations under the 2002 Act. (Refer to section 5 of this paper for a list of these obligations.)

At the time the decision was made to defer the application of the SMS Guideline, ITSRR initiated a review of heritage operators to determine the safety management system requirements and/or conditions of accreditation which will apply from 1 July 2008. ITSRR has also continued to investigate suitable ways in which to provide assistance to heritage operators, in terms of information, education and advice, to assist them in meeting their obligations under the rail safety legislation.

The *NSW Rail Safety Bill 2007* is expected to commence in 2008 (subject to the outcome of the Stein Inquiry into the NSW Occupational Health and Safety Act). Persons who are rolling stock operators, rail infrastructure managers, or both, will be required to be accredited. Regulations setting out safety management system requirements for accredited operators will replace the SMS Guideline.

2. PURPOSE OF THE CURRENT REVIEW

The purpose of the current review is to:

1. Determine if the heritage rail sector may be segmented into groups of accredited heritage operators by common operational contexts and if so, document these;
2. Determine whether obligations under the 2007 Bill are appropriate to all or some of the segmented groups of heritage operators, and propose alternative obligations if they are not;
3. Identify potential barriers to heritage operators meeting their safety obligations, for example access to appropriate engineering standards; and
4. Propose a range of strategies to assist heritage operators to meet their rail safety obligations.

3. INDUSTRY OVERVIEW

Heritage railways make an important contribution to regional tourism and the cultural heritage of NSW, and there is strong community support for them. However, the community also has an expectation that they will operate safely.

The heritage rail sector is volunteer-based, with diversity in the size of operations, the type of track and rolling stock operated, and the resources available to individual operators.

The different parties which make up the heritage rail sector in NSW include accredited heritage operators, the RHA (the NSW association of heritage railway operators), the Association of Tourist & Heritage Rail Australia (ATHRA - the national association of heritage railway operators) and the NSW Office of Rail Heritage (ORH).

Accredited Heritage Operators

The 24 heritage operators accredited in NSW are listed at Attachment B.

Rail Heritage Australia (NSW) Inc (RHA)

RHA was formed in March 2004 as a peak organisation to promote the recognition, preservation and restoration of rail heritage in NSW. Other objectives include representing members' interests to Government and other interested parties concerning legislative proposals, promoting rail heritage to the general community and seeking funding from public and private sources for the preservation and maintenance of rail heritage. The membership of RHA is listed at Attachment C. 12 members of RHA are accredited operators.

Association of Tourist & Heritage Rail Australia (ATHRA)

ATHRA was formed in June 2004 to represent the interests and needs of all heritage rail organisations at a national level. State bodies such as RHA comprise the full members of ATHRA.

Associate membership of ATHRA is open to all tourist and heritage rail organisations in Australia. The membership of ATHRA is listed at Attachment D.

ATHRA also has links with the Australasian Railway Association (ARA) which represents commercial rail operators across Australia.

NSW Office of Rail Heritage (ORH)

The ORH was established within RailCorp on 1 July 2007 to deliver the NSW Government's Sustainable Rail Heritage Management Strategy. The ORH has relationships with a number of rail heritage groups (listed at Attachment E) many of which are responsible for managing rail heritage assets. 11 of these are accredited operators, 5 of whom are RHA members.

4. SEGMENTATION OF ACCREDITED HERITAGE OPERATORS

It is proposed that heritage operators be divided into five categories, or segments, to facilitate the review of the industry:

- (a) mainline passenger operators;
- (b+) isolated line operators with very large passenger numbers and complex operations;
- (b) isolated line operators with large passenger numbers and complex operations;
- (c) isolated line operators with smaller passenger numbers and less complex operations; and
- (d) no passenger operations or rolling stock movements with public in attendance, eg museums.

In order to assess the complexity of operations to differentiate between category (b) and category (c) operators, the following criteria were considered:

- interoperability/multiple trains on the line
- interfaces with external influences eg level crossings, parallel running, interaction with other aspects of operations such as markets and displays
- infrastructure such as bridges and tunnels
- track grades
- complexity of train control
- day/night operations.

The table at Attachment F categorises the 24 heritage operators accredited in NSW into the five segments outlined above.

Do you have any comments on the proposed categories or the category in which your organisation has been placed?

5. ARE CURRENT AND FUTURE RAIL SAFETY OBLIGATIONS APPROPRIATE FOR ALL HERITAGE OPERATORS?

Attachment G lists the requirements for accredited operators under the 2002 Act and 2007 Bill.

Category (a) operators are currently required to meet the requirements of the SMS Guideline because they carry passengers and interact with other rail operators on the mainline. It is proposed to maintain this existing policy by requiring category (a) operators to meet all obligations, including the SMS requirements, under the 2007 Bill.

Do you have any comments on the proposal to require category (a) operators to meet all obligations, including the SMS requirements, under the 2007 Bill?

Category (b+) operators are currently required to meet the requirements of the SMS Guideline because they carry a large number of passengers. It is proposed to maintain this existing policy by requiring category (b+) operators to meet all obligations, including the SMS requirements, under the 2007 Bill.

The draft regulations to support the 2007 Bill specify that the SMS requirements are to be applied with an appropriate level of detail, having regard to the scope, nature and safety risks of the railway operations. For this reason, it is proposed that heritage operators in the (b) and (c) categories will also be required to meet all obligations, including the SMS requirements, under the 2007 Bill.

Do you have any comments on the proposal to require category (b) and (c) operators to meet all obligations, including the SMS requirements, under the 2007 Bill given that the SMS requirements are to be applied with an appropriate level of detail, having regard to the scope, nature and safety risks of the railway operations?

It is noted that “lower risk” isolated line and other heritage operators are exempt from the SMS Guideline until 1 July 2008. When the 2007 Bill commences, it will include a 12 month transition to the new SMS requirements. During the transition period, the SMS Guideline made under the 2002 Act will continue to apply.

There are three options for the transition of category (b) and (c) operators to the new SMS requirements:

1. exempt category (b) and (c) operators from the SMS Guideline until the 12 month transition to the SMS requirements of the 2007 Bill apply;
2. apply the SMS Guideline to category (b) and (c) operators from 1 July 2008 (as currently planned) but adopt a facilitative compliance approach until the new SMS requirements come into force after the 12 month transition period.
3. apply the SMS Guideline to category (b) and (c) operators from 1 July 2008.

Which option for transition of category (b) and (c) operators do you prefer? Why?

Category (d) operators undertake very limited operations and do not carry passengers. Therefore, it is proposed that category (d) operators will be given an ongoing exemption from the SMS requirements, but will be required to have a risk register and relevant operational procedures.

Do you have any comments on the proposal to exempt category (d) operators from the SMS requirements?

6. POTENTIAL BARRIERS TO MEETING RAIL SAFETY OBLIGATIONS

Potential barriers to heritage operators meeting their rail safety obligations are summarised in the list below, and are discussed in more detail in section 7. These barriers were identified through feedback on the RHA project, ITSRR audits of heritage operators and recent discussions with heritage operators.

1. Diversity of the sector (eg track gauges, types of rolling stock)
2. Organisational competence (in relation to governance, record-keeping and documentation, including whether actual procedures are reflected in documentation)
3. Rail safety worker competence:
 - lack of formally-recognised competence/qualifications
 - lack of technical competence in relation to infrastructure, and rolling stock to a lesser degree
4. Understanding and implementation of systems and documentation for risk management
5. Availability of engineering standards for infrastructure and appropriate application of rolling stock standards
6. Primary interest of most volunteers in operating rolling stock (rather than running an organisation and maintaining necessary infrastructure)
7. Limited revenue and funding (reliance on grants, fund raising and financial support from the ORH)
8. Access to information technology, the internet and email
9. Mixed coverage of the sector by RHA, ATHRA and ORH
10. Volunteer-based nature of the industry
11. Provision of appropriate guidance material
12. Interaction between operators and the regulator:
 - the need to ensure a consistent approach by ITSRR to the heritage sector
 - operators' interpretation of advice from ITSRR

Do you have any comments on the barriers to heritage operators meeting their rail safety obligations which are listed above? Have you identified other barriers to heritage operators meeting their rail safety obligations?

7. PROPOSED STRATEGIES TO ASSIST HERITAGE OPERATORS TO MEET THEIR RAIL SAFETY OBLIGATIONS

The potential barriers to heritage operators meeting their rail safety obligations, together with some suggested strategies to address them, are listed below. Additionally, where applicable, organisations with an interest in the heritage sector and which may be able to assist in implementing suggested strategies are identified.

(1) Diversity of the sector

The diversity of the industry (in terms of track gauges and rolling stock types) reflects the rich history of the rail sector, but presents difficulties in developing a uniform approach to regulating the sector. There is also diversity in terms of the size and types of operations (ie mainline or isolated line) and the resources available to operators.

ITSRR believes these issues may be addressed to some extent by the proposal to categorise heritage operators according to the risks arising from their operations, as outlined in sections 4 and 5.

In line with this categorisation, heritage operators in the (a), (b+), (b) and (c) categories would be required to meet all legislated obligations, including the SMS requirements, under the 2007 Bill. In view of the fact that the SMS requirements are to reflect the scope, nature and safety risks of the railway operations thereby making the SMS scalable, this should allow operators to develop an SMS of appropriate size and complexity consistent with the risks arising from their operations.

There would be a different regulatory approach for category (d) operators, who would be exempt from the SMS requirements given their limited rail operations and that they do not provide passenger services. However, these operators would be required to have a risk register and operational procedures relevant to their rail operations.

(2) Organisational competence

ITSRR audits have identified that the quality of governance in the sector could be substantially improved. This is a key issue that the boards of heritage operators should address. Specific areas of concern include:

- understanding of risk management;
- awareness of rail safety obligations;
- management structure; and
- keeping written records of board/management decisions so that they can be monitored over time and implementation assured.

In view of the importance of this issue, ITSRR proposes to facilitate workshops for board members to provide information on:

- the role of ITSRR;
- legislative obligations;
- principles of good governance drawing on existing training programs offered by, for example, the NSW Centre for Volunteering; and
- the basics of risk management.

The workshops would be held in regional locations to facilitate participation of as many operators as possible. It is anticipated that the course content would be developed in the first half of 2008 and training would be delivered in the second half of 2008.

Do you have any comments on ITSRR's proposal to facilitate workshops for board members?

(3) Rail safety worker competence

Heritage operators must ensure their rail safety workers are competent.

ITSRR is aware of the concerns of heritage operators about the requirements of the national model rail safety legislation relating to competence. These concerns are being discussed at a national level and are outside the scope of this discussion paper. However, results of the national discussions will be taken into account once they are released.

Gaps in the availability of formally-recognised units of competence / qualifications for heritage rail operations were previously identified. At the initiation of the National Transport Commission (NTC), the Transport and Logistics Industry Skills Council reviewed rail industry competencies and produced a number of new units of competence to fill gaps in the coverage for heritage rail operations.

In addition, ATHRA recently received funding from the Standing Committee on Transport (SCOT) Rail Group for a project to develop lesson plans and training materials to assist its members in delivering units of competence for different types of rail safety work in the heritage rail sector.

Given the activities of the Transport and Logistics Industry Skills Council and ATHRA, ITSRR does not propose any additional projects in relation to the competence of rail safety work of heritage operators at this stage.

(4) Understanding and implementation of systems and documentation for risk management

Risk management is integral to the obligations set out in the 2002 Act and 2007 Bill. ITSRR audits have identified a lack of understanding of risk management across the sector. These audits have also identified that many heritage operators lack appropriate risk management systems and key documentation such as a risk register.

In view of the importance of this issue, ITSRR proposes to:

- facilitate workshops on risk management for those who are responsible for the operator's safety management system. Workshops would be held in a range of regional locations and would complement the proposed workshops for board members. It is proposed to develop content for the workshops in the first half of 2008 and deliver the workshops during the second half of 2008; and
- develop a mentoring program for heritage operators involving partnerships between safety managers of two heritage operators, or a commercial operator

and a heritage operator in the same region. The mentoring program would be based on the WorkCover NSW *Safe Business is Good Business* Mentor Program which involves large organisations assisting small organisations with occupational health and safety issues. It is proposed to develop the framework for the mentoring program and identify mentees and suitable mentors during 2008, with a view to commencing the program in early 2009.

Do you have any comments on ITSRR's proposals to facilitate workshops on risk management and develop a mentoring program for heritage operators?

(5) Availability of engineering standards for infrastructure and appropriate application of rolling stock standards

With the disaggregation of the rail industry and proliferation of infrastructure managers, there is no longer a single entity in NSW responsible for developing and maintaining rail infrastructure standards. Consequently, there appears to be limited availability of engineering standards suitable for infrastructure managed by isolated line heritage operators, particularly for narrow gauge track. In addition, there is evidence that some operators are inappropriately applying rolling stock standards, for example to rolling stock which has been modified.

The recently established Rail Industry Safety and Standards Board (RISSB) is responsible for the development and management of rail industry standards in Australia. RISSB is currently developing a number of infrastructure and rolling stock standards which may be relevant to heritage operators. The process for the development of standards by RISSB includes consultation with stakeholders such as heritage operators.

Developing standards takes time. It is noted that while RISSB has already published some standards, there are many more standards which are either currently being developed (with expected completion dates ranging from the end of 2007 to late 2009/early 2010), or are yet to be commenced.

In the interim, there may be a role for RHA, ATHRA and the ARA to play in identifying existing standards being used by heritage operators across the country and promoting the sharing of these standards among heritage operators. However, heritage operators may still require assistance in adapting these standards to their own unique operating environments. ITSRR proposes to discuss with RHA, ATHRA and the ARA how they might assist heritage operators to adapt standards to their rail operations.

Do you have any comments on ITSRR's proposal to discuss with RHA, ATHRA and the ARA how they might assist heritage operators to adapt standards to their rail operations?

(6) Primary Interest of most volunteers in operating rolling stock

Anecdotal evidence indicates that within many heritage operators, the primary interest of most volunteers is in operating rolling stock, with perhaps less interest in running the organisation or maintaining infrastructure. This may be because of concerns about their own personal liability, for example, ITSRR understands that there are risk management professionals volunteering in the heritage sector but who are reluctant to use their professional skills to facilitate risk management activities for the operator.

To address this issue heritage operators and their associations could explore the following strategies:

- accessing the skills and expertise of engineering, safety science or management students to provide assistance on specific projects;
- seeking volunteers who are employees of local commercial rail operators;
- identifying and supporting volunteers with relevant skills and expertise to become more involved in the administration of the organisation; and
- tapping into training and services provided by organisations such as the NSW Centre for Volunteering.

Additionally, the guidance material and training proposal outlined at points 2 and 4 may assist volunteers to understand better the scope of obligations which may in turn encourage them to participate in the administrative and management aspects of the business.

(7) Limited revenue and funding

Many heritage operators rely on grants to fund capital works and restoration projects. There are many potential sources of funding, and it is unclear to ITSRR whether funding is provided in a coordinated manner.

ITSRR understands that Commonwealth and state heritage grants are available through the Commonwealth Department of the Environment and Water Resources and the NSW Heritage Office of the Department of Planning respectively. Many local councils also provide small grants or loans to assist heritage projects.

It is noted that funding may also be provided by the ORH. ORH funding would normally apply to RailCorp-owned assets under a custody management agreement with the custodian which are being restored/displayed/maintained under an agreed asset management plan.

ITSRR proposes to meet with representatives of RHA, ATHRA, the ORH, relevant Commonwealth and State departments and the Local Government and Shires Association to discuss potential improvements to funding frameworks to ensure the best safety outcomes are achieved for the funding provided.

Do you have any comments on ITSRR's proposal to investigate potential improvements to funding frameworks?

(8) Access to information technology, the internet and email

A number of heritage operators have limited access to information technology, the internet and email. While this is not an issue which ITSRR is in a position to address, it is of concern because tools such as information technology, the internet and email can greatly assist heritage operators to meet and understand their rail safety obligations.

The internet provides ready access to information about rail safety including obligations, standards and incident data. For example, the RISSB website provides access to engineering standards, and it is understood that ATHRA will soon provide access to rail safety worker training and competence assessment materials through its website.

ITSRR provides information alerts, rail industry safety notices, and newsletters to operators by email, although ITSRR does provide information by facsimile or by mail if it is aware that a heritage operator does not have access to the internet or email.

Do you have any comments on heritage operators' access to information technology, the internet and email, including how access could be improved?

(9) Mixed coverage of industry by RHA, ATHRA and ORH

Neither RHA nor ATHRA has complete coverage of the heritage sector in NSW. In addition, the ORH has an identified scope which covers a specifically defined number of heritage operators, some but not all of whom are RHA and/or ATHRA members. This means that initiatives developed by these organisations, including initiatives related to safety, may only benefit some operators rather than the sector as a whole. ITSRR believes that RHA and ATHRA should explore options to allow the heritage sector as a whole to benefit from such initiatives.

(10) Volunteer-based nature of the industry

It is recognised that there is often a reliance on a few volunteers within an organisation to undertake the bulk of the work relating to safety management, and these volunteers may need support to develop the skills they need for their role. These issues and some proposed strategies are set out in (2), (4) and (6) above.

(11) Provision of appropriate guidance material

The RSRP is currently reviewing the existing SMS guidance material *Safety Management System Guidance for Tourist and Heritage Railway Operators*, based on feedback on its use over the past 12 months. ITSRR's experience and feedback from operators indicates that the language used in the guidance material is too technical for heritage operators, that the format of the guidance material could be more 'user-friendly', and that there are some gaps in the guidance material.

ITSRR is the lead agent on the review and has recommended to RSRP that the guidance material be rewritten in consultation with heritage operators using 'plain English' to provide a more useful format and address identified gaps. It is envisaged that the review will be commenced in November 2007 with revised guidance material published in mid-2008.

Do you have any comments on the review of “Safety Management System Guidance for Tourist and Heritage Railway Operators”?

Feedback from heritage operators also indicates that they consider that the audit checklist is written in a manner that is not sufficiently scalable for auditing heritage rail operations. ITSRR proposes to ask the RSRP to consider the need at a national level for an audit tool tailored to heritage operations.

Do you have any comments on ITSRR’s proposal to ask the RSRP to consider the need for an audit tool tailored to heritage operations?

(12) Interaction between operators and the regulator

It is acknowledged that the interaction between heritage operators and ITSRR could be improved.

ITSRR understands that heritage operators would prefer to deal with the same individual over time so that information flow between the parties is simple and a relationship may be developed. Given ITSRR’s resources must be used across a range of operators, it is not always possible to have the same person deal with a particular heritage operator. Additionally, heritage operators sometimes find that ITSRR staff use technical safety language which may be difficult to understand. Conversely, ITSRR is concerned that information and advice provided to heritage operators is sometimes misinterpreted.

ITSRR hopes that the provision of suitable guidance material and workshops covering governance and risk management, outlined at (2), (4) and (6) above, will go some way towards addressing these issues.

In addition, ITSRR proposes to develop a Heritage Information Pack for ITSRR staff to promote a consistent approach to and understanding of the regulation of heritage operators. Such information would be provided to ITSRR staff on an ongoing basis, commencing from early 2008.

Do you have any comments on ITSRR’s proposal to develop a Heritage Information Pack for ITSRR staff to promote a consistent approach to and understanding of the regulation of heritage operators?

**“LOWER RISK” ISOLATED LINE AND OTHER HERITAGE OPERATORS EXEMPT FROM
SMS GUIDELINE UNTIL 1 JULY 2008**

1. Campbelltown Steam Museum
2. Cooma-Monaro Railway Inc
3. Dorrigo Steam Railway & Museum Ltd
4. Glenreagh Mountain Railway Inc
5. Goulburn Crookwell Heritage Railway Inc
6. Guyra & District Historical Society Machinery Group Inc
7. Historic Electric Traction
8. Illawarra Light Railway Museum Society Ltd
9. Melaleuca Station
10. Millennium Parklands Railway
11. Powerhouse Museum (Museum of Applied Arts and Sciences)
12. New England Railway Inc
13. Oberon Tarana Heritage Railway Inc
14. Richmond Vale Preservation Co-operative Society Ltd
15. Valley Heights Steam Tramway (Steam Tram & Railway Preservation (Co-op) Society Ltd)
16. Timbertown Heritage Steam Railway Pty Ltd

HERITAGE OPERATORS ACCREDITED IN NSW

1. 3801 Limited
2. Australian Railway Historical Society (ACT Division)
3. Campbelltown Steam Museum
4. Cooma-Monaro Railway Inc
5. Dorrigo Steam Railway & Museum Ltd
6. Glenreagh Mountain Railway Inc
7. Goulburn Crookwell Heritage Railway Inc
8. Guyra & District Historical Society Machinery Group Inc
9. Historic Electric Traction
10. Illawarra Light Railway Museum Society Ltd
11. Lachlan Valley Railway Society Co-operative Ltd
12. Lithgow State Mine Railway Ltd (State Mine Heritage Park & Railway)
13. Melaleuca Station
14. Millennium Parklands Railway
15. New England Railway Inc
16. NSW Rail Transport Museum
17. Oberon Tarana Heritage Railway Inc
18. Powerhouse Museum (Museum of Applied Arts and Sciences)
19. Richmond Vale Preservation Co-operative Society Ltd
20. Sydney Tramway Museum (South Pacific Electric Railway Co-operative Society Ltd)
21. The Rail Motor Society Inc
22. Timbertown Heritage Steam Railway Pty Ltd
23. Valley Heights Steam Tramway (Steam Tram & Railway Preservation (Co-op) Society Ltd)
24. Zig Zag Railway Co-op Ltd

MEMBERSHIP OF RAIL HERITAGE AUSTRALIA (NSW)

1. 3801 Limited
2. Binnaway Rail Heritage and Preservation Group Inc
3. Broadmeadow Locomotive Depot Inc
4. Dorrigo Steam Railway and Museum Ltd
5. Glenreagh Mountain Railway Inc
6. Goulburn Crookwell Heritage Railway Inc
7. Goulburn Loco Roundhouse Preservation Society Inc
8. Gurya and District Historical Society Machinery Group Inc
9. Hunter Valley Training Company Pty Ltd
10. Illawarra Light Railway Museum Society Ltd
11. Lachlan Valley Railway Society Co-op Ltd
12. New England Railway Inc
13. NSW Rail Motor and Rollingstock Preservation Association Inc
14. Oberon Tarana Heritage Railway Inc
15. Pacific Coast Railway Society Inc
16. Regional Heritage Transport Association – Junee Inc
17. Richmond Vale Preservation Co-operative Society Inc
18. Robertson Heritage Railway Station Inc
19. Rothbury Riot Railway and Steam Museum Group Ltd
20. South Pacific Electric Railway Co-op Society Ltd
21. Steam Tram and Railway Preservation (Co-op) Society Ltd
22. Tenterfield Railway Station Preservation Society
23. Tourist Railway Association Kurrajong Inc
24. Transport Signal and Communication Museum Inc
25. Zig Zag Railway Co-op Ltd

MEMBERSHIP OF ASSOCIATION OF TOURIST & HERITAGE RAIL AUSTRALIA

Full Members:

1. Association of Tourist Railways Queensland
2. Rail Heritage Australia (NSW) Inc
3. Association of Tourist Railways Victoria
4. Tasmanian Association of Tourist Railways Inc
5. Council of Historic Railways & Tramways of South Australia Inc
6. Association of Rail Preservation Groups WA Inc
7. Australian Railway Historical Society - ACT

Associate Members:

8. Workshops Rail Museum (Qld)
9. Rail Transport Museum (NSW)
10. Cooma Monaro Railway (NSW)
11. Australian Railway Historical Society – Victorian Division
12. Emerald Tourist Railway Board (Vic)
13. Hotham Valley Railway (WA)
14. Pemberton Tramway Company (WA)
15. Friends of the North Australian Railway at Adelaide River (NT)

Affiliate Members:

16. Council of Tramway Museums of Australasia – (COTMA)
17. Federation of Rail Organisations New Zealand (FRONZ)

**RAIL HERITAGE GROUPS WITH WHICH THE OFFICE OF RAIL HERITAGE HAS A
RELATIONSHIP**

1. 3801 Ltd
2. ARM Management Inc / Rail Journeys Museum Werris Creek
3. Australian Railway Historical Society (NSW)
4. Australian Railway Historical Society (ACT Division)
5. Cooma Monaro Railway Inc
6. Finley Pioneer Rail Committee
7. Glenreagh Mountain Railway Inc
8. Goulburn Roundhouse Preservation Society Ltd
9. Gundagai Historic Bridges Inc
10. Historic Electric Traction
11. Lachlan Valley Railway Society Co-operative Ltd
12. Lithgow State Mine Railway Ltd
13. NSW Rail Transport Museum - Valley Heights
14. NSW Rail Transport Museum
15. Oberon Tarana Heritage Railway
16. Rail Heritage Australia (NSW) Inc
17. The Rail Motor Society Inc
18. Regional Heritage Transport Association Junee Inc
19. Tenterfield Railway Station Preservation Society
20. Wagga Wagga Rail Heritage
21. Zig Zag Railway Co-op Ltd

SEGMENTATION OF HERITAGE OPERATORS ACCREDITED IN NSW

<i>Heritage Operator</i>	<i>Proposed Category</i>
1. 3801 Limited	(a)
2. Australian Railway Historical Society (ACT Division)	(a)
3. Campbelltown Steam Museum	(c)
4. Cooma-Monaro Railway Inc	(b)
5. Dorrigo Steam Railway & Museum Ltd	(d)
6. Glenreagh Mountain Railway Inc	(b)
7. Goulburn Crookwell Heritage Railway Inc	(b)
8. Guyra & District Historical Society Machinery Group Inc	(b)
9. Historic Electric Traction	(d)
10. Illawarra Light Railway Museum Society Ltd	(b)
11. Lachlan Valley Railway Society Co-operative Ltd	(a)
12. Lithgow State Mine Railway Ltd (State Mine Heritage Park & Railway)	(a)
13. Melaleuca Station	(c)
14. Millennium Parklands Railway	(b)
15. New England Railway Inc	(b)
16. NSW Rail Transport Museum	(a)
17. Oberon Tarana Heritage Railway Inc	(b)
18. Powerhouse Museum (Museum of Applied Arts and Sciences)	(a)
19. Richmond Vale Preservation Co-operative Society Ltd	(b)
20. Sydney Tramway Museum (South Pacific Electric Railway Co-operative Society Ltd)	(b+)
21. The Rail Motor Society Inc	(a)
22. Timbertown Heritage Steam Railway Pty Ltd	(b)
23. Valley Heights Steam Tramway (Steam Tram & Railway Preservation (Co-op) Society Ltd)	(b)
24. Zig Zag Railway Co-op Ltd	(b+)

ATTACHMENT G

**REQUIREMENTS FOR ACCREDITED OPERATORS UNDER THE 2002 ACT AND
2007 BILL**

Rail Safety Act 2002	Rail Safety Bill 2007
	General safety duties (Division 1)
Safety interface agreements and register (section 12)	Interface Coordination Plans (clause 16(2)(f)(i), clause 20)
Passenger security policy and plan (section 13)	Security Management Plan (clause 16(2)(f)(ii), clause 21)
Safety Management System that complies with section 48A (section 14)	Safety Management System that complies with this section (clause 16(1))
Certification of competency, register of certificates of competency and training requirements (sections 36-40)	Competence of rail safety workers (clause 26) Identification for rail safety workers (clause 27)
Health and fitness (section 41)	Health and fitness management program (clause 16(2)(f)(iv), clause 23)
Drug and alcohol program (section 42)	Drug and alcohol management program (clause 16(2)(f)(v), clause 24)
Fatigue management program (section 43)	Fatigue management program (clause 16(2)(f)(vi), clause 25)
System for identifying, managing and controlling the risks of the railway operations – a safety management system (section 48A(1)(a))	Identify and assess risks to safety (clause 16(2)(c)), Specify risk controls (clause 16(2)(d)) and have procedures for monitoring and reviewing risk controls (clause 16(2)(e))
Safety management system which complies with prescribed requirements (section 48A(1)(b))	Safety management system which complies with prescribed requirements (clause 16(2)(a)&(b))
	Consultation (clause 16(3))
	Safety management system must be in writing (clause 16(4))
	Review of safety management system (clause 18)
Annual safety report (section 48B)	Safety Performance Reports (clause 19)
	Emergency management plan (clause 16(2)(f)(iii), clause 22)
Reporting of notifiable occurrences (section 64)	Notification of certain occurrences (clause 58)
Notification of change (clause 49AD of the General Regulation)	Notification of change (clause 24 of the General Regulation)

Train communications system (clause 60A of the General Regulation)	Train communications systems (clause 51 of the General Regulation)
SMS Guideline requirements	General Regulation requirements
3.2 Safety policy	1. Safety Policy
3.3 Governance and Internal Control Arrangements	2. Governance and Internal Control Arrangements
3.4 Management, Accountabilities, Responsibilities and Authorities	3. Management, Accountabilities, Responsibilities and Authorities
3.5 Resource Sufficiency	27. Resource Availability
3.6 Regulatory Compliance	4. Regulatory Compliance
3.7 Document Control Arrangements and Information Management	5. Document Control Arrangements and Information Management
	6. Review of Safety Management System
3.8 Safety Performance Levels and Performance Measures	7. Safety Performance Measures
3.9 Safety Audit Arrangements	8. Safety Audit Arrangements
3.10 Management of Change	10. Management of Change
3.11 Human Factors	14. Human Factors
3.12 Security	21. Security Management
3.13 Safety Culture	
3.14 Consultation	11. Consultation
3.15 Communication	12. Internal Communication
3.16 Risk Management	13. Risk Management
3.17 Personnel Management	23. Health and Fitness 24. Drugs and Alcohol 25. Fatigue Management
3.18 Rail Safety Worker Competence	26. Rail Safety Worker Competence
3.19 Procurement and Contract Management	15. Procurement and Contract Management
3.20 Engineering and Operational Safety Systems	16. General Engineering and Operational Systems Safety Requirements
3.21 Process Control	17. Process Control
3.22 Corrective Action	9. Corrective Action
3.23 Design and Development	
3.24 Inspection and Testing	

3.25 Asset Management	18. Asset Management
3.26 Safety Interface Coordination	19. Safety Interface Coordination
3.27 Occurrence and Emergency Management	20. Management of notifiable occurrences 22. Emergency Management
3.28 Investigation	