Another year is about to end!

At this time of the year we would like to share with you our plans for 2008. As many of you would know the theme for this year’s AusRAIL was Celebrating the Past, Creating the Future, and that has really been the central theme for our work throughout this year. We have looked back and commemorated 150 years of rail in many locations around Australia, and inspired by these pioneering minds, we have focused on continuing to lead rail into the future.

But for the future, the number one priority is the achievement of a single regulatory framework for the rail industry. While rail safety heads the list, the regulatory burden imposed by OH&S, environment and economic regulation all impose an unnecessary and unrealistic restraint on an industry that is seeking to optimise its performance.

We need clarity on what mechanism and outcome the government wants to achieve as it tackles climate change. Rail is certainly well placed to assist in the reduction of greenhouse emissions and we want to maximise the opportunity this provides.

There are also many incentives the government can provide that go beyond investment in infrastructure. Of course we want continued investment in any infrastructure that will increase capacity, especially separation of the freight and passenger network on the east coast. We have a commitment to spend a $830 M on freight lines through Sydney, and this needs to be urgently expedited. Hand in hand with this we need incentives that will increase investment in rolling stock and encourage those who currently do not use rail that we are a provider of choice.

The industry is well placed to seize the future and we need to ensure we take every opportunity to maximise our potential.

The ARA would like to thank our members and stakeholders for all the support and feedback received during 2007.

From all the staff at the Australasian Railway Association: Happy Holidays and the Best of Wishes for 2008!

by Bryan Nye
CEO, ARA
Email: ara@ara.net.au

RISSB Standards

In September 2007, the RISSB approached Standards Australia with a proposal to convert its 16 extant standards into Australian Standards because of its recent accreditation as a standards development organisation under the Standards Australia umbrella. Before agreement was reached, the RISSB had to ‘float’ its proposal and seek comment against the proposal. This occurred through the ARA fortnightly newsletter (19 October 2007) which has an audience of 10,000 people. All of the responses received were supportive of the proposal. As a consequence, Standards Australia agreed to convert the 16 standards. This is a terrific outcome for the Rail Industry as it gives the RISSB some early runs on the board and lends further credibility to its standards development process. All future standards will be promulgated as Australian standards.

by Kevin Taylor
General Manager, RISSB
Email: ktaylor@rissb.com.au
Rail Will Reduce Greenhouse Gas Emissions

With the historic signing of the Kyoto protocol by the Australian government, environmental issues are firmly at the top of government agendas. The new Australian government continues to progress the emissions legislative program commenced by the previous government and all indications are that there is an even greater imperative for action. The ARA and individual members are actively engaged in promoting rail as one of the many solutions required to reduce greenhouse gas emissions. There are several government initiatives which together make up the framework for legislation to manage greenhouse gas emissions. Over the next few years these activities will result in the Australian Emissions Trading Scheme (AETS).

Recently the ARA has made submissions to:
- the National Greenhouse and Energy Reporting System - Regulations Discussion Paper; and
- the Climate Change Group on Abatement Incentives Prior to the Commencement of the Australian Emissions Trading Scheme.

There are three separate Australian Government Departments dealing with three different interrelated lines of regulatory focus. The scope and timelines are prior to the new Government and are therefore may be reviewed and changed.

1 Greenhouse policy and reduction strategies (Department of the Environment and Water Resource)
   - Greenhouse Challenge Plus managed by the Australian Greenhouse Office (AGO), including current abatement and offset standards and verification and the OSCAR reporting tool; and
   - NGER regulation discussion managed by Greenhouse and Energy Reporting Taskforce.

2 Energy policy and reduction strategies (Department of Industry Tourism and Resources)
   - Energy White paper including Fuel Tax Credit Scheme linked to Greenhouse Challenge participation, Taxation Law and Energy Efficiencies Opportunities Act (EEO).

3 Climate policy and Australian Emissions Trading Scheme (Department of the Prime Minister and Cabinet)
   - Design of AETS being managed by Climate Change Group by 2009 including early abatement and incentives; and
   - AETS to be legislated by 2009 and commence by 2011.

Copies of the ARA submissions can be downloaded from the ARA Website, Media Centre Section.

For more information contact the ARA Manager Policy, Brett Hughes on (02) 6270 4508

by Brett Hughes
Manager Policy, ARA
Email: bhughes@ara.net.au

Intelligent Transport Systems to Improve Level Crossing Safety

The ARA in partnership with Intelligent Transport System Australia is organising the inaugural Intelligent Transport System Workshop on 29 February 2007 in Melbourne.

The aim of the Workshop is to create and stimulate interests in ITS in improving safety at level crossings. The Workshop is especially targeting senior managers and ITS specialists in road and rail transports.

Leading ITS providers will be invited to present at this event. If you are currently utilising ITS technologies and wish to present or participate in this event, please contact Stephanie Breen, Manager Membership and Events, ITSA on 03 8680 2244 or breen@its-australia.com.au

Register Your Interest Today!

RISSB Staff Additions

On 19 November 2007 Mr Alex Borodin and Mrs Vivienne Goudman joined RISSB. Alex is the Manager - Operations and Safety; and Vivienne is the Manager - Accreditation.
Human Performance Handbook

A new draft handbook on enhancing human performance in rail operations has recently been included in the RISSB standards development process. It has been circulated for its first round of formal consultation.

Comments and responses are currently in the process of being analysed, along with a second formal round of consultation on an updated draft, are due for release in mid-January 2008.

The handbook is being targeted specifically at operational line managers with the rail industry who need a broad, high-level understanding of various available human factor, risk management and HR activities available that can positively influence human performance in rail.

by Kevin Taylor
General Manager, RISSB
Email: ktaylor@rissb.com.au

Code of Practice Work Presently Underway

RISSB is presently developing a Code of Practice (COP) on Heritage Locomotive Boilers and undertaking a review of Volume 4 of the DIRN Code of Practice (Infrastructure).

The first draft on the Boiler COP is nearing completion while the Volume 4 review will be completed, hopefully early in the new year; there remains only one company to provide its agreement on the changes.

by Kevin Taylor
General Manager, RISSB
Email: ktaylor@rissb.com.au

RISSB Board Decisions

On 5 December 2007 the RISSB Board met and agreed that:

- a rail Industry turnouts course be conducted for the first time in May 2008; please see the attached flyer;
- the five yearly review of the Defined Interstate Rail Network Code of Practice for Operations and Safe Working (Volume 3) be undertaken in 2008. But only Part 2 of Volume 3 (Route Standards) will be reviewed. Part 1 (Rules) will be addressed by the Australian Network Rules and Procedures Project; and
- a new RISSB Standing Committee be formed that oversees standards and codes associated with train control systems and specifically signals, network control systems and other systems for ensuring safe separation of trains.

by Kevin Taylor
General Manager, RISSB
Email: ktaylor@rissb.com.au
There are many problems arising at the various stages of design, fabrication, assembly, installation and asset management planning that affect turnout performance. In Australia these problems may grow more acute as the knowledge and skill base in the industry declines. The remaining knowledge is more disparate and held by fewer and fewer individuals.

Whilst the current knowledgeable people are still available there is an opportunity to share the skills with other individuals in the industry and to consolidate the knowledge base in a form that can be passed on to others in the future. The National Turnouts Workshop is the mechanism that will deliver this outcome.

Participants in this first workshop will have an opportunity to contribute as well as to learn. The workshop will take the form of presentations with audience participation and feedback. The audience will in large measure be knowledgeable in their own right though there will be places for those new to the industry. The presentations and feedback will be captured in a reference manual for participants.

Who should attend:
The target audience would be recognised professionals, Engineers and Technologists new to the industry:

- Manufacturers of turnouts
- Design engineers
- Proponents of turnout assembly and installation
- Turnout maintenance technologists
- People in positions of influence (Managers/Mentors/Trainers)
Turnouts are critical to the operation of the railway, however, the technical knowledge base is slowly diminishing and will soon disappear all together. Therefore to ensure this knowledge is not lost to the industry and that the next generation of Engineers do not have to re-invent the wheel, this workshop has been developed to capture the relevant information. The workshop will be an opportunity to gather knowledge with a mind to compiling it into an ARA Handbook to use within the Australian Rail Industry. The workshop shall cover the following topics:

- Understanding why
- Design fundamentals
- Design Considerations
- Dual gauge
- Manufacture
- Installation
- Maintenance
- Future technologies

Venue
Stamford Plaza Sydney Airport
Cnr Robey & O’Riordan Streets, Sydney

Times
- Monday 12: 0930 - 1730
- Tuesday 13: 0800 - 1730
- Wednesday 14: 0800 - 1400

Cost
- It is intended for the course to be self funding.
- $1,100 (incl GST)

Cost Includes:
- Three day course
- Workshop Handbook
- Workshop Recantations CDROM and handouts
- Lunch, morning and afternoon tea daily

Presenters
- Dr. Steve Marich, is world renowned for his expertise in wheel rail and the god-farther of wheel-rail issues in Australia. Stephen has conducted reviews of wheel rail interaction at crossings and has developed the turnout grinding standards used by RailCorp.
- Malcolm Kerr, Chief Engineer Track manages RailCorp’s track design group and technical integrity functions. Malcolm has 35 years in rail with experience over many years in the technical aspects of turnout performance.
- Jim Couper, is Technical Specialist Track Components with RailCorp. Jim has spent more than 37 years in railways mostly in detailed turnout design and components including, timbering and platting of complex layouts utilising both old and new technologies.
- Dudley Ingram, is currently with Delkor but has a long history starting with the original NSW Railway Perway workshops (crossing shop) before leaving to form PRE as partner and turnout guru; then rejoining RailCorp to manage turnout installation.
- Greg Beh, is the Trackwork Design Supervisor for QR and has over 30 years experience in the rail industry. Greg has been instrumental in developing specialised trackwork design standards and has delivered presentations on turnout technology to international audiences.
- Robin Stevens, is the Senior Trackwork Designer for QR and has over 21 years experience in specialised trackwork design. Robin has extensive experience with turnout design, manufacture, installation and maintenance both nationally and internationally.
- Graham Bishop, is Engineering Manager for VAE Railway Systems and is a renowned Technical specialist in Railway turnouts and has been instrumental in the development and introduction of improved technology for the Australian market.
- Glenn Lorenz, is Engineering Manager for TKI. Rail and has 25 years experience in design and manufacture of heavy haul, medium speed, dual gauge, standard and inclined tangential turnouts and associated components for Rail Networks throughout Australia and Asia.
- Jason Nairn, PhD. (Materials Engineering), has over 10 years experience in the management of research, development, production and commercialisation of construction related products, including prestressed concrete beams.

Other noted industry experts will also be involved in the presentation and development of this workshop.