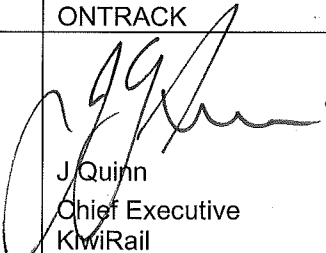


National Rail System Standard / 1

DEFINITIONS

Issue Number	Prepared (P), Reviewed (R), Amended (A)	Approved by	Date of Approval
ONE	(P) A E Neilson; P.J O'Connell (R) G Steele; W.J Peet; G.D Hight; N.L Rosie; C Thompson	Crown (Letter of Authority) Toll NZ Consolidated Ltd (D Jackson)	09 July 2004
TWO	(A) AEC Neilson (R) NRSS Executive 28/2/2007 (R) Land Transport NZ 4/5/07	D H George Chief Executive, ONTRACK	11 June 2007
THREE	(A) G Dilks (R) NRSS Executive	 J Quinn Chief Executive KwiRail	16 November 2011

Approved by NZTA for adoption by all licence holders on the National Rail System on 20 November 2011

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PREFACE

National Rail System (NRS) Standard

The objective of this NRS Standard is to provide a glossary of definitions used throughout the Rail Safety System (RSS). It is applicable for all activities associated with operations of the National Rail System and is designed to meet the requirements set out in the relevant legislation and the NZ Transport Agency guidelines.

It should be read in conjunction with other applicable NRS Standards and relevant Safety System documentation.

It is generic and specific to users of the National Rail System. The terminology chosen to apply to the National Rail System has been used in this NRS Standard.

Review Of National Rail System (NRS) Standards

NRS Standards are subject to periodic review and are kept up to date by the issue of amendments or new editions as necessary. The user is responsible for ensuring that they are in possession of the latest edition, and any applicable amendments.

Full details of all NRS Standards are available from KiwiRail.. The Document Controller for all NRS Standards is KiwiRail.

Suggestions for improvements to NRS Standards should be addressed to KiwiRail head office. Any inaccuracy found in an NRS Standard should be notified immediately to enable appropriate action to be taken.

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1 INTRODUCTION

1.1 Scope

This National Rail System Standard provides a glossary of approved terms used in the development of National Rail System Standards.

Access Providers and Operators interfacing with the National Rail System are encouraged to use these terms to ensure commonality across rail safety documentation and supporting systems.

2 APPROVED TERMS

New terms for use in the Rail Safety System documentation have been developed as follows. They generally align where possible with legal definitions used in the agreements between Toll NZ and the Crown for the purchase of the Auckland and National rail networks.

“Access Agreement” means an access agreement between the Access Provider and any Operator under which the Access Provider grants that Operator certain access rights to the rail network (portion owned or managed by the Access Provider) for the purposes of conducting rail operations.

“Access Provider” means KiwiRail or permitted assigns (and successors to permitted assigns thereof).

(Note: KiwiRail is assigned the responsibility for the long-term operation and maintenance of the portion of the National Rail System owned or managed by the Access Provider.)

“Access Rights” means an operators right to use the rail network (portion owned or managed by the Access Provider) under an Access Agreement.

“Bulletin” means a numbered instruction, either typed or hand-written, issued by the KiwiRail Network Controller (Authorities) or an KiwiRail Train Controller qualified to issue Bulletins. Exception – Information Bulletins, which include information on daily instructions, special trains and maintenance work, will not be numbered as they apply to the specified day of operation only.

“Common Access Terms” means the common rights and obligations of Access Providers and Operators in respect of access rights to:

- a) the National rail network as set out in the document of that name dated 30 June 2004, and
 - b) The Auckland rail network as set out in the document of that name dated 13 May 2002;
- each as varied from time to time.

“Controlled Network” comprises all Track where occupancy and movement by Rail Vehicles is under the control of KiwiRail.

(Note: This means Track controlled by KiwiRail's National Train Control Centre (NTCC) and local Signal Boxes as described on Signalling and Interlocking Diagrams.

“Depot Site Controller” (abbreviated “DSC”) means a person responsible for the co-ordination of Rail Vehicle movements in a designated rail vehicle maintenance area outside the Controlled Network.

(Note: This is intended to ensure that clear separation is provided for between terminals and adjoining loco, wagon and passenger rolling stock depots.)

“FRONZ” means the Federation of Rail Organisations of NZ.

“Heritage Access Agreement” means a Heritage Operators Rail Access Agreement between KiwiRail and one or more Heritage Operators.

“Heritage Operator” means an Operator with access rights granted in accordance with the Common Access Terms to the NRS pursuant to a Heritage Access Agreement operating trains which include Heritage Vehicles.

“Heritage Participant” means a Heritage Operator or a Heritage Vehicle Provider.

“Heritage Vehicle Provider” means a provider of Heritage Vehicles used on the NRS by a Heritage Operator or other Operator.

(Note that a Heritage Vehicle Provider may also be a Heritage Operator or Operator in its own right.)

“Heritage Vehicles” means a rail vehicle that meets “heritage vehicle” requirements as defined in NRSS/11.

“Hi-Rail Vehicle” (abbreviated “HRV”) means a road vehicle fitted with retractable rail trolleys such that it can be driven along the track and can also be driven on or off track at level crossings or other suitable places.

“Infrastructure Works Controller” (abbreviated “IWC”) means a person in charge of an infrastructure work area on the National Rail System.

(Note: The Infrastructure Works Controller may also be responsible for the movement of Rail Vehicles within the work site in accordance with the Engineering Rules).

“Joint Operating Plans” (abbreviated “JOP’s”) means local operating instructions issued jointly by all parties for specifically designated sidings, depots or terminals with rail activity involving more than one party.

“Licence to Operate” means a licence issued by KiwiRail or an Operator authorizing individual staff to carry out rail corridor related tasks within the classifications specified on the licence.

“Licensed Practitioner” means a person who holds the appropriate Licence to Operate.

“Local Network Instructions” means local operating instructions issued by KiwiRail applicable to stations, terminals or sidings where Rail Personnel may operate KiwiRail facilities (as defined by S&I Diagrams or the Rail Operating Rules and Procedures) forming a part of, or interfacing with the Controlled Network.

“Local Operating Procedures” (abbreviated “LOP’s”) means local operating instructions issued by an Operator applicable to Terminal territory outside of the Controlled Network.

(Note: In some cases, JOP’s may be included in LOP’s).

“Memorandum of Understanding” (abbreviated “MOU”) means an agreement between the signatories to the agreement for specific consultation and /or information to be shared between these parties.

“Mobile Track Maintenance Vehicle” (abbreviated “MTMV”) means Tampers, Regulators, Spot Resleeper Group, Ballast Cleaner, Track Evaluation Car, Self Propelled Cranes and heavy Hi-Rail Vehicles exceeding an unladen weight of 20 tonne.

(Note: For further clarification of the definition, refer to the Rail Operating Rules and Procedures)

“National Rail System” means the rail network comprising the Controlled Network and Operator Controlled Territory. It includes all Track unless specifically defined as unavailable for rail activity, owned or managed by KiwiRail (including Private Sidings) and all Retained Track.

(Note: The National Rail System is intended to encompass all rail network segments used for rail activity but excludes private railways and private or leased sidings not listed by Bulletin or in the Rail Operating Rules and Procedures as available for the use of rail traffic feeding on or off the Controlled Network.

“National Rail System Standards” (abbreviated “NRSS”) means standards adopted by KiwiRail and all Operators using the National Rail System.

“Network Controller” means the party who is delegated by KiwiRail to authorise the occupancy and movement of trains and other Rail Vehicles, including notification of special conditions in respect of the whole or part of the Controlled Network. This includes, where the context so requires all Network Control Managers, Train Controllers, Signalbox Controllers and Network Authorities Specialists.

“OJT (On Job training)” means placement of a person who has completed introductory training with a competent, licensed practitioner in actual operations to carry out critical tasks to gain exposure to a range of experiences that add confidence to full competence.

“KiwiRail” means New Zealand Railways Corporation and its successors and permitted assigns.

“Operator” means any person granted Access Rights by the Access Provider under an Access Agreement between that person and the Access Provider. To avoid doubt, “Operator” does not include any sub-licensee of such person.

(Note that Operator also includes any Heritage Operator.)

“Operator Controlled Territory” means all Track outside the Controlled Network and forming a part of the National Rail System where an Operator or other designated Rail Participant is responsible for the occupancy and movement of Rail Vehicles.

(Note: This will include Retained Track, Track owned by the Crown or a Crown entity, and designated private sidings)

“Operating Managers” means managers/team leaders responsible for managing/leading the Access Providers and Operators rail personnel and/or activities in the operational environment.

“Organisation” means Access Provider or Operator

“Rail Operating Code” means an Operator’s document incorporating operating instructions associated with the operation of their trains and terminals on the National Rail System.

(Note: Each Operator may issue their own Rail Operating Code, and where necessary the RORP may mandate certain sections or clauses for designated Rail Personnel working on the National Rail System – refer to NRSS/7.)

“Rail Operating Rules and Procedures” (abbreviated “RORP”) means a document incorporating operating rules, procedures and instructions applicable for all Rail Personnel operating trains and carrying out maintenance activity on the National Rail System.

“Rail Participant” means a “rail participant” as defined under Part 1 of the Railways Act 2005.

“Rail Personnel” means Employees, agents or contractors engaged for the purpose of carrying out rail activities.

“Rail Licence” means a “licence” issued under part 2 of the Railways Act 2005.

“Rail Vehicle” means any flanged-wheel vehicle, which operates on or uses a railway line (and as defined in Part 1 Section 4 of the Railways Act 2005). This includes Hi-Rail vehicles (when operating on or using a railway line), and also Trolleys and Material Trolleys as defined in the Rail Operating Rules and Procedures.

(Note: The Railways Act 2005 introduces a new definition for “Rail Vehicle” which supersedes the definition for “Rail Service Vehicle” as previously defined in Section 2 of the Transport Services Licensing Act 1989.)

“Railway Corridor” means the land between the legal boundaries of railway land, or land within three metres of the centerline of any operational track in cases where the land boundary is less than this distance.

“Retained Track” means Track owned by Toll NZ forming a part of the National Rail System, but specifically excluding any Track forming a part of the Controlled Network.

(Note: Some rail infrastructure owned by the Access Provider and comprising a part of the Controlled Network may be on land owned by an Operator or another party).

“Road Knowledge” means a Locomotive Engineer’s familiarity with a defined section of track and facilities on the National Rail System.

“S&I Diagrams” means signalling and interlocking diagrams issued by KiwiRail detailing signalling and interlocking arrangements for each station, and/or segment of the Controlled Network.

“Safety Observations” means practical assessments of employees to observe the application of practical skills for the activities specified on their License to Operate.

“Siding Site Controller” (abbreviated “SSC”) means a person responsible for the co-ordination of Rail Vehicle movements in a designated siding outside the Controlled Network.

“Speed Restrictions and Conditions” means information provided to locomotive crews for each train journey advising temporary speed restrictions and track side conditions that train crews need to be aware of.

“Special Safety Briefing” means a notice or Email issued by an Operator or KiwiRail that includes safety information that is to be immediately made available to the addressees on the document.

“Terminal Site Controller” (abbreviated “TSC”) means a person responsible for the co-ordination of Rail Vehicle movements in designated rail terminals outside the Controlled Network.

“Theory Assessments” means assessments of employees to test their theoretical knowledge for the activities specified on their License to Operate.

“Track” means rails, sleepers, and associated formation and ballast, tunnels and bridges together with any associated electric traction, communication, signalling and other equipment.

“Train Control” means the KiwiRail operating centre where the movement of all trains and authorisation of maintenance occupancies within a specific area on the Controlled Network are brought under the direction of a Train Controller.

“Weekly Safety Briefing” means a notice or Email issued weekly by an Operator that includes information that is to be made available to staff concerning operating incidents and highlighting various operating rules and procedures for the purpose of ongoing reinforcement.

“Working Timetable” (abbreviated “WTT”) means a document incorporating timetable information for the operation of specific scheduled trains on the National Rail System.

(Note: Instructions for Operator Controlled Territory and an Operators specific requirements for vehicle operations on the National Rail System are prescribed in the Rail Operating Code managed by the Operator concerned).