Things are looking up down under.
* 70 Member Organisations *including*
  * 2 Network Operators with own Heritage line (longest 60 km)
  * 5 Network Operators with no heritage line
  * 19 Museum & Heritage Line operators
  * 2 Regional Railfan Organisations & Excursion Operators
  * 11 Narrow Gauge Railways (520 mm or greater, but under 1067 mm)
  * 1 Street Tramway Operator
  * 3 Street Tramway Museum line Operators
  * 8 Rail Heritage Building & Infrastructure Preservation Organisations
  * 2 Railway Research & Publishing Organisations
  * 11 Locomotive Restoration & Display Facilities
  * 1 Government Department (Dept of Conservation)
  * 1 Offshore Rail Operating line (Rarotonga Steam Rly; Cook Islands)

* Members may be either non-profit or formed for profit bodies corporate and may include Government departments if heritage or tourist rail-related. (No individual memberships are allowed for).

FRONZ has affiliative arrangements in place with:
  ATHRA – Association of Tourist & Heritage Railways of Australia
  COTMMA – Council of Tramway Museums Australasia
  FEDECRAIL – European Federation of Museum & Tourist
  HRASA – Heritage Railway Association South Africa
  ARM - Association of Railroad Museums (North America)
  TRAIN – Tourist Railway Association Inc. (North America)

FRONZ is not a member of the Australasian Railway Association.
NZ Population 4.2 Million  
Heritage & Tourist lines route kilometres = 170
Pax carried on FRONZ members’ lines = 830,000 ~ distance covered = 280,000 kms
Pax on FRONZ member trains on Network = 91,000 ~ distance travelled = 37,000 kms
Visitors : to members’ sites = 1.02 million
FTE remunerated Jobs created = 104  ::::: Volunteers = < 1,000  Individually Members = 5,800
1972  First meeting
1974  Registered as National Federation of Rail Societies Inc
1976  Agreement with Crown over access to network for trains of private rolling stock
1985  Network Access Agreement extended to locomotives
1991  Extensive consultation with MoT over new rail operating legislation
1992  Rail Service Licensing regime introduced
1993  Locomotive Boiler Code accepted as Industry Code
1996  Appointed to represent rail heritage industry on Industry Training Organisations
1999  Steam Driven Vehicle (driver’s) Qualification registered
2000  Track Standards Code adopted as voluntary industry CoP
2001  Appointed to Railway Level Crossing Safety Forum
2002  Changed name to Federation of Rail Organisations NZ Inc
2003  Appointed to National Rail Safety Consultative Forum
2004  Negotiated new Network Access Agreement with NZ Rail Corp / OnTrack
2005  Launched Purchasing Guidebook initiative
2005  Key submissions on new Railways Act affecting all rail operators.
2005  Successful reduction in LTNZ license fees for small operators.
2005  FRONZ appointed to Chair Network Heritage Technical & Operations Committees
2006  Participation in Rural Fire Authority railway fires minimisation project
2006  Commencement of training for volunteers to staff trains on network
2006  1st trains ran on network wholly staffed by volunteers in safety-critical roles
2009  Formed subsidiary Company “RAIL” to handle Inspections & Peer Reviews
### THREE MAIN CATEGORIES OF MEMBERS

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<tr>
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**NON OPERATING**
- RAIL MUSEUMS
- STATION BUILDINGS
- RAIL TRAILS
- RESEARCH
- PUBLISHING
- STATIC LOCOS & ROLLING STOCK

**OPERATING - INDEPENDENT**
- HERITAGE TRAMWAYS
- TOURIST TRAMWAY
- HERITAGE RAILWAYS
- TOURIST RAILWAYS

**OPERATING - NZ NETWORK**
- OPERATORS ON NZ’s “KIWIRAIL” NETWORK
OPERATING – INDEPENDENT

HERITAGE TRAMWAYS
TOURIST TRAMWAY
HERITAGE RAILWAYS
TOURIST RAILWAYS

CO-REGULATORY - MAINLY NON-PRESCRIPTIVE SAFETY CASE USING GUIDELINES

SAFETY CASE - SELF-ASSESSED RISK ANALYSIS WITH SAFETY MITIGATIONS (- becomes Public document)

SELF-DESIGNED SAFETY SYSTEM IN SUPPORT

COMPULSORY USE OF BOILER INSPECTION COMPANY

COMPLIANCE WITH FRONZ BOILER CODE

COMPLIANCE WITH HEALTH & SAFETY IN EMPLOYMENT ACT (does not apply when site is entirely attended by Volunteers)

COMPLIANCE WITH ALL APPLICABLE NON-RAILWAY LEGISLATION

AGREEMENT WITH NZ TRANSPORT AGENCY ON AUDITOR

VARIABLE WITH PRIOR PERMISSION
OPERATORS ON NZ’s “KIWIRAIL” NETWORK

OPERATING - NZ NETWORK

RAIL HERITAGE TRAINS RAN 33,000 KMS ON THE KIWIRAIL NETWORK IN 2008

4-8-2 JA 271 + 4-8-4 KA 942 WITH NORTH ISLAND MAIN TRUNK CENTENNIAL TRAIN : 2008
OPERATORS ON NZ’s “KIWIRAIL” NETWORK

RAIL HERITAGE TRAINS RAN 37,000 KMS ON THE KIWIRAIL NETWORK IN 2008

HIGHLY PRESCRIPTIVE REGIME ADMINISTERED BY:

* HERITAGE ACCESS AGREEMENT WITH FRONZ
* NATIONAL RAIL SAFETY SYSTEM STANDARDS (12 chapters)
* HERITAGE OPERATING MANUAL
* RAIL OPERATING RULES & PROCEDURES
* ENGINEERING CODES & STANDARDS
  (Heritage Codes owned by FRONZ)
* HERITAGE ENGINEERING COMMITTEE (FRONZ Chair)
  (signs off on registrations and compliance)
* HERITAGE OPERATIONS COMMITTEE (FRONZ Chair)
  (audits Compliance and Peer Reviews; oversees crew training & certification)
REQUIRES NZTA & FRONZ APPROVAL OF OPERATOR
OPERATORS ON NZ’s “KIWIRAIL” NETWORK

RAIL HERITAGE TRAINS RAN 34,000 KMS ON THE KIWIRAIL NETWORK IN 2008

OPERATORS MAY CURRENTLY BE ON-BOARD CREW
LOCO CREW ARE CURRENTLY KIWIRAIL DRIVER & FIREMAN
"With Owner’s Representative on Footplate"
FRONZ WORKING ON OPERATORS SUPPLYING 2ND MAN/FIREMAN

TWO FRONZ MEMBERS CURRENTLY SUPPLY ALL CREW FOR THEIR TRAINS

HIGHLY PRESCRIPTIVE REGIME ADMINISTERED BY:

* HERITAGE ACCESS AGREEMENT WITH FRONZ
* NATIONAL RAIL SAFETY SYSTEM STANDARDS (12 chapters)
* HERITAGE OPERATING MANUAL
* RAIL OPERATING RULES & PROCEDURES
* ENGINEERING CODES & STANDARDS (Heritage Codes owned by FRONZ)
* HERITAGE ENGINEERING COMMITTEE (FRONZ Chair)
(signs off on registrations and compliance)
* HERITAGE OPERATIONS COMMITTEE (FRONZ Chair)
  *(Audits Compliance and Peer Reviews;*
  *oversees crew training & certification)*
* REQUIRES NZTA & FRONZ APPROVAL OF OPERATOR
PROBLEM: HEAVILY DEPLETED POOL OF LOCO CREW LEFT AT KIWIRAIL FOR CREWING HERITAGE LOCOMOTIVES FOR RUNNING ON THE NATIONAL NETWORK

WORK IN PROGRESS – AIM TO CREW 2ND MAN WITH QUALIFIED HERITAGE STAFF & TRAIN CURRENT DIESEL & ELECTRIC CREWS TO QUALIFY IN STEAM
PROBLEM: LACK OF STEAM QUALIFIED SKILLED STAFF FOR MAINTENANCE & DRIVING DUTIES

SUPPLEMENT INFORMAL TRAINING AT HERITAGE RAILWAY SITES WITH A PUBLIC “STEAM SCHOOL” TEACHING NZTA –ACCREDITED COURSE WITH NATIONALLY RECOGNISED QUALIFICATIONS (“THE SHANTYTOWN STEAM SCHOOL” est. 2009)
FORM A LIMITED LIABILITY COMPANY WITH OFFICER & STAFF LIABILITY INSURANCE TO ISSUE ALL REVIEW & INSPECTION REPORTS (RAIL ASSESSMENTS & INSPECTIONS LTD) = “RAIL” formed August 2009

PROBLEM: RESIDUAL LIABILITY FOR PEER REVIEWERS & MECHANICAL INSPECTORS

NORTH ISLAND MAIN TRUNK CENTENNIAL ON MAKATOTE VIADUCT 2008
PROBLEM: RECRUITMENT & RETENTION OF YOUNG FOR RAIL HERITAGE

NZ’s YOUNGEST QUALIFIED STEAM DRIVER NOW RUNNING AN INTERNET-BASED SOCIAL NETWORKING SITE FOR RAIL HERITAGE UNDER 25’s
PROBLEM: BOILER INSPECTION & CERTIFICATION FOR HERITAGE BOILERS

WORK IN PROGRESS: DISCUSSIONS WITH INSPECTION AGENCIES AND GOVERNMENT. PROBLEM CAUSED BY PRIVATISATION OF INSPECTION AGENCIES WHO NOW CONSIDER HERITAGE BOILERS TOO SMALL A PART OF THEIR BUSINESS TO WARRANT TRAINING NEW INSPECTORS.

CLIMAX # 1203 AT SHANTY-TOWN
PROBLEM: COMPLIANCE COSTS
(ESPECIALLY FOR NETWORK OPERATORS)

WORK IN PROGRESS

MEDICALSTANDARDS
Multiple Redundancy Crewing &
Use of Personal GP's

INTERNAL REFRESHERS

USING QUALIFIED ‘RAIL’ STAFF

EXTENDED RECERT PERIODS

‘IN-HOUSE’ DEALS

JOINT PURCHASING DEALS

OWN CREWING

AB 663 ON TAIERI GORGE RAILWAY
PROBLEM: PUBLIC LIABILITY INSURANCE FOR HERITAGE & TOURIST RAILWAYS

SOLVED!
NEW ZEALAND’S ACCIDENT COMPENSATION INSURANCE LEGISLATION

INJURY PREVENTION, REHABILITATION & COMPENSATION ACT 2001 – previously the ACCIDENT COMPENSATION ACT 1972

TRIPLE-HEADER ‘DJ CLASS’ CRUISE SHIP SPECIAL ON TAIERI GORGE RAILWAY
Thanks for listening !