

Tasrail

Australian Transport Network



The First in Tasmania **EXAMINER** 
A 12 Page Promotional Feature



A Promotional Feature

Operations keep everything on track

With Tasrail's trains operating around Tasmania day and night, the responsibility of ensuring their safe and efficient movement rests largely with the company's operations division.

The network of train deliveries and their cargoes is wide and varied and includes:

- The paper train from the Norske Skog paper mill at Boyer through to Burnie or Bell Bay.

- Container trains from Hobart through to Burnie, Devonport, Bell Bay, Launceston and vice versa.

- Log trains out of Wiltshire, on the North-West Coast, to Longreach. Logs are also carried from Rogerville (Brighton), in the south, to Bell Bay, Burnie.

- Pine logs from Burnie and Hampshire through to Boyer and pine out of Railton to Boyer. Pine out of Burnie/Railton to French Enterprises and Auspine on the North-East, together with logs from Rogerville.

- Fertiliser from Devonport to the North-East and Wiltshire, on the North-West.

- Coal from Fingal through to Boyer and Railton. Pine from Fingal through to Boyer.

- Cement from Railton to Devonport to be shipped out to the Australian market.

- Concentrates from both Copper Mines of Tasmania and Pasminco on the West Coast through to Burnie for export.

Tasrail has its own shiploader, storage sheds and loading and unloading facilities at the Burnie wharf.

Operations headquarters is based at Tasrail's Hobler's Bridge Rd site, in

TASRAIL

EMPLOYEES: 190
EQUIPMENT: 45 locos, 678 wagons and 990km of track.

Launceston, where all train controls are located and staffed.

Manager operations and infrastructure Michael French heads an operations team of 100 that covers the State — Burnie 21, Devonport 14, Launceston/Conara 50 and Hobart 15.

The operations planning manager looks after the time-tabling of trains and the rescheduling of trains to suit customer needs.

Four train controllers look after the running of the trains from departure to arrival, issuing track warrants and clearances for the trains to travel over a specific section of track and also for the infrastructure maintenance gangs who are using machinery out on the tracks.

Controllers are on duty whenever a train is in operation — any hour of the day, seven days a week.

The rosters clerk looks after the rosters for the drivers who are located far and wide, at Burnie, Devonport, Launceston, Conara and Hobart.

The training and compliance officer is responsible for training, and ensuring compliance with rules and regulations.



Train controller Dale Walker and rosters clerk Wayne Boyd of Tasrail's operations division, which ensures the safe and efficient movement of trains.



Hobart Ports and Tasrail, a unique partnership.

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Hobart Ports acknowledges the important role Tasrail plays in this and congratulates it on the recent acquisition of two powerful new locomotives which will further enhance transport options available to northern business.

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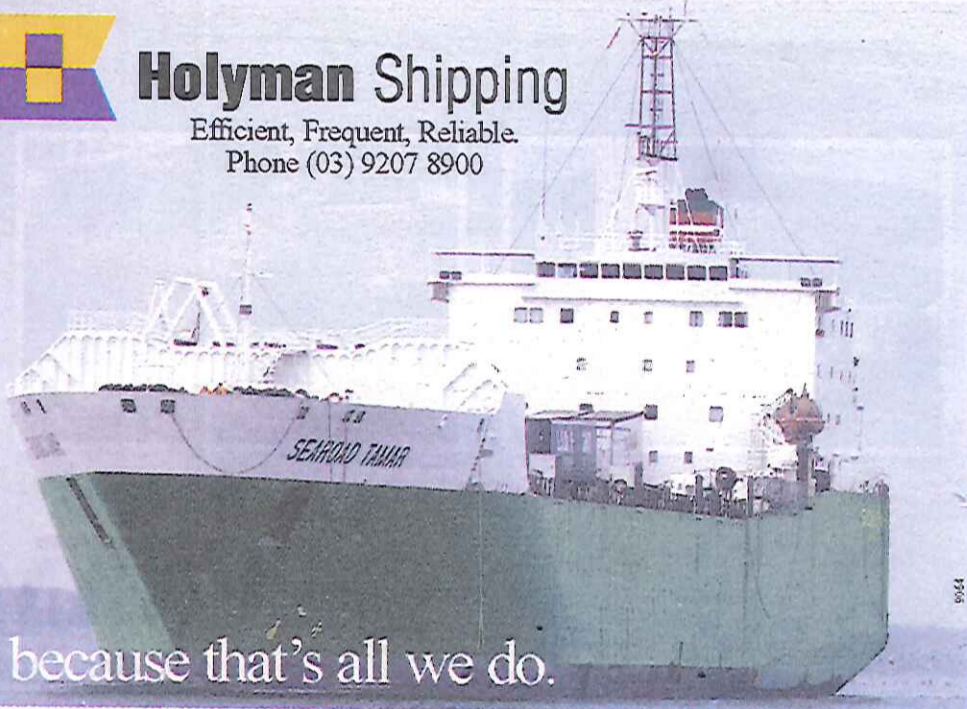
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A Promotional Feature



Railway profit turnaround continues

Despite its impending sale, Tasrail is, and will continue to be, one of Tasmania's outstanding business success stories, according to Tasrail chairman Ian Hutchinson.

"Although new owners are being sought, the company's future remains brighter than ever," he said.

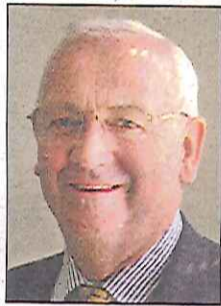
Mr Hutchinson said that Tasrail had been highly successful since its privatisation and there was no suggestion that there would be any changes to its management structure or staffing levels due to the sale of the company.

The Tasmanian rail service was a perennial loss-maker until it was sold to Australian Transport Network by the Federal Government, for \$22 million, in 1997. In its first year under private ownership, Tasrail recorded its first profit for 127 years and has made a profit every year since. Tasrail has also expanded its operation, reopened services and spent \$70 million on upgrading locomotives, rolling stock and track infrastructure.

In the 1999-2000 financial year it lifted total freight carried to 3.5 million tonnes and freight revenue

to more than \$31 million.

Mr Hutchinson said that the contract with Rayonier to cart 165,000 tonnes of pine logs to North-East processing plants had underlined the wisdom of re-opening some previously closed track.



Ian Hutchinson

Despite some of the toughest operating conditions ever experienced in the State, Tasrail remains on track for continuing success.

The sale of Tasrail has been prompted by the takeover of Tasrail's largest stakeholder, US-based rail company Wisconsin Central.

Wisconsin's proposed merger partner, Canadian National Railways, has required the sale of all assets outside North America as part of the merger agreement.

The three other stakeholders, who with Wisconsin bought the Tasmanian rail system from the



The Tasmanian rail service had a gloomy history until it was sold to Australian Transport Network in 1997. It has made a profit every year since.

Federal Government four years ago, have also indicated that they will sell.

Mr Hutchinson said that a sale had been forecast early this year when Canadian National began its takeover bid for Wisconsin Central.

Talks are now underway with potential investors in Australian

Transport Network, Tasrail's holding company, which also has smaller rail freight interests on the mainland. Wisconsin Central has 37 per cent of Tasrail and New Zealand's privatised rail system Tranzrail has 23 per cent.

US investment Company Berkshire Partners and Faye Richwhite of New Zealand hold 20

per cent each. Wisconsin also plans to sell its major share-holding in Tranzrail.

Mr Hutchinson said that the investors' decision to sell in no way reflected any concerns about the future of the company.

"Tasrail has been one of the State's transport success stories and it will continue to expand," he said.

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A Promotional Feature



Division provides safe passage

With 990km of track, up to 30,000 sleepers to install each year, 336 bridges and 295 level crossings to maintain, Tasrail's infrastructure division has a huge responsibility.

Infrastructure has 36 employees who are out on the job in all weather conditions ensuring that Tasrail's trains can travel safely from as far north-east as the Auspine plant, at Scottsdale, to Launceston, Bell Bay, the North-West and West Coast and as far south as the Norske Skog newspaper mill at Boyer.

The railway lines are made of carbon steel and the sleepers are predominantly steel, due mainly to the difficulty in obtaining large stocks of timber for this purpose.

The lasting capacity of the sleepers depends on the amount of tonnage that rolls over them and also the location's climate.

Manager operations and infrastructure Michael French estimates that steel sleepers in the Midlands could last up to seven and even 10 years longer than they would on the West Coast where conditions are much wetter and the ground is relatively acidic.

"We do use timber sleepers at active level crossings to provide an insulated track which is needed to make the lights operate correctly," Mr French said.

Tasrail is responsible for the installation and maintenance of all infrastructure at



LEFT — Allen Coster, John Norton and Stephen Scolyer with a ballast regulator used in the maintenance of track.

active level crossings (those with flashing lights).

At passive level crossings (no lights) the company is also responsible for the warning signs closest to the crossing.

Packing machines and ballast regulators are used for maintaining the track.

Tasrail is also responsible for all bridges (steel, concrete and timber) used by its trains. The only bridge it shares with a road is the Bridgewater lift bridge.

Contractors are used by the infrastructure division from time to time depending on the size and extent of the job.

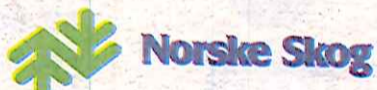


BELOW — Tasrail drivers Craig Osborne and David Payne.



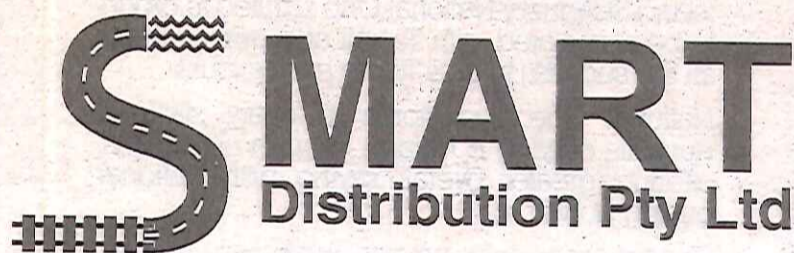
Each year Norske Skog Boyer transports over 1 million tonnes of newsprint and raw materials.

That's why our relationship with Tasrail is so important.



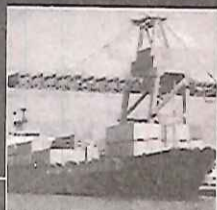
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The TECC is supported by the Commonwealth through the Department of Communications, Information Technology and the Arts Networking the Nation Program.



TECC has established a statewide project, **Tasmanian Logistics Online** involving the state's leading transport & logistics organisations.

Tasmanian Logistics Online caters for all documentation and information relating to intrastate, interstate and international freight logistics.

The projects functions include:

- Online quotations, bookings & confirmations;
- Online documentation exchange;
- Status maintenance (consignment through to delivery);
- Asset tracking (containers, vehicles); and
- Logistics Alarms (budget logistics time against actual time).

This project could fundamentally change the way freight logistics are managed in Tasmania.

...showing business the way.



A Promotional Feature



Alliance creates benefits for all

Tasrail and Lloyds North joined forces in 1998 to respond to a tender for the cartage of 45,000 tonnes of logs in the North West of Tasmania on behalf of Gunns, which now owns North Forest Products.

The joint submission was not only successful in securing this contract but also paved the way for gaining other major logistic contracts with Norske Skog, Forestry Tasmania and more recently, with Rayonia.

The total tonnage now carted and handled by the strategic alliance is in excess of 500,000 tonnes per annum.

The success of the relationship can be attributed to the vision of Tasrail and Lloyds North in providing value to its customers.

This vision is accomplished each day through the dedication of management and staff in providing a high level of service.

This service demands cooperation and regular communication to ensure the strategic partners assets are being deployed efficiently to an ever-increasing workload.

Best practice in logistics has been executed by utilising Tasrail's long distance efficiencies of train haulage with Lloyds North's high

productivity trucks featuring road-friendly suspensions.

Lloyds North provide 12 loaders for log handling at Tasrail's rail sidings, which are strategically located throughout the State.

Other logistic opportunities have been developed with Forestry Tasmania at Tasrail's Wiltshire siding in the State's North-West.

Lloyds North invested in a B-Double weigh bridge on this site where long lengths of logs are weighed into the rail yard to be merchandised by Forestry Tasmania staff.

The logs are handled by two Lloyds North wheel loaders placing logs for merchandising and loading processed logs onto the train for delivery to market.

The relationship between Tasrail and Lloyds North has demonstrated what can be achieved through adopting a value-adding approach to complimentary transport systems.

The key to the success of this strategic alliance has been through the commitment and dedication of staff at all levels within Tasrail and Lloyds North.



MAIN PHOTO — Adam Willis lifts a 2112 loco with a stationary lifting jack at Tasrail's motive power centre. **INSET** — Best practice in logistics has been executed by utilising Tasrail's long distance efficiencies of train haulage with Lloyds North's high productivity trucks featuring road-friendly suspensions.



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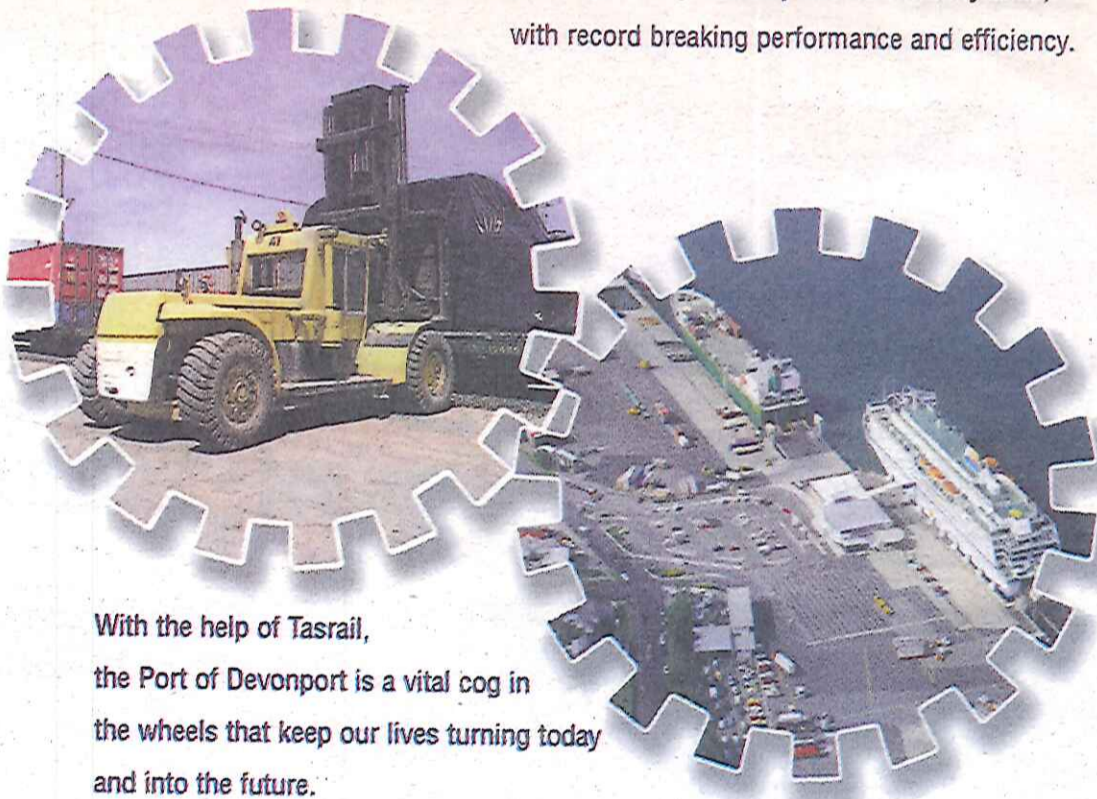
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Innovations focus on customer service

A recent innovation at Tasrail has been the creation of a customer service centre team under the marketing manager, Michael Ward.

The team manages the wagon supply, data entry and related customer service functions and consists of the depot supervisors in Burnie, Devonport and Hobart with wagon supply, data entry and customer service being based at Hoblers Bridge.

As part of the increased focus on customer service, Tasrail has entered into a partnership with Tasmanian Logistics On-line to receive consignment data direct from customer computer systems.

The technical and financial support of TECC has made this an outstanding success.

"Electronic commerce is the way of the future," Mr Ward said.

"It enables us to get the train data sooner from our customers and by loading directly into our system, eliminates the possibility of entry error.

"The system used will also enable us to send

confirmation of arrival information to our customers and in the near future to receive and confirm wagon orders electronically."



Marketing manager, Michael Ward.

Tasrail's next foray into electronic commerce will be a system to scan and remotely download data from its log cartage operations.

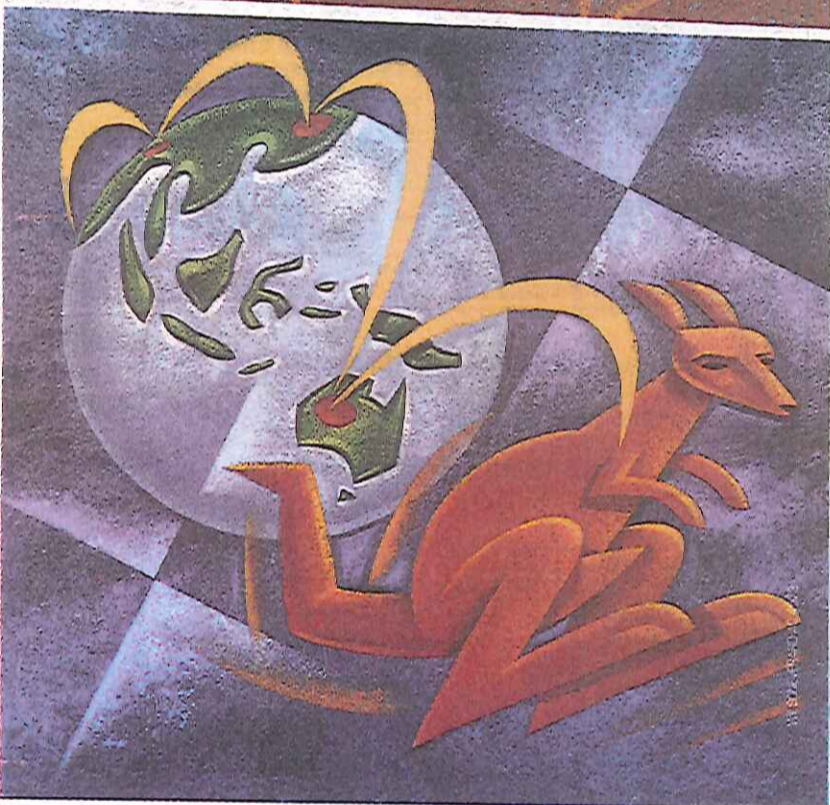
"This is another exciting development, expanding further the levels of service we offer as well as enabling our customers and their customers to receive up-to-the-moment data on log movements.

"As forestry product is one of Tasrail's growth areas, this system will enhance the services already provided to the industry," Mr Ward said.



Customer service team David Taylor, Terry Hardy and Elaine Hodgson.

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...showing business the way.



A Promotional Feature



Dedicated paper train is good news

Norske Skog Boyer Mill produces about 270,000 tonnes of newsprint a year. Consumption in Tasmania is about 10,000 tonnes a year and the balance is shipped to the mainland either in containers destined for Western Australia or on stretch

wrapped unitised paper modules destined for Melbourne and Eastern Australia.

Tasrail, under contract to SMART, runs a dedicated "paper" train six days a week to either Burnie or Bell Bay in Northern Tasmania.

At Burnie, the UPMs are stacked on roll trailers and loaded aboard Brambles ships, which under contract to SMART, covers the blue water leg from Burnie to Port Melbourne.

At Bell Bay, containers are loaded on board Malaysian International Shipping

Corporation ships, that under contract to SMART, deliver the containers to Fremantle in Western Australia.

The Tasrail/SMART arrangement has been in place since 1996 and has contributed strongly to the high level of customer service delivered to Norske Skog.

Depot keeps fleet running on track

Tasrail's wagon repair depot was built at Hoblers Bridge in 1988, with extensions added in 1993 when the whole Tasrail complex was relocated to the East Tamar Junction site.

The depot, responsible for the maintenance of the company's 678 active wagon fleet, is made up of two sections — one for the daily running maintenance of the wagons and the other for the heavy maintenance repairs.

Current projects being undertaken in the area include the design, fitting and testing of new door seals on Tasrail's cement wagon fleet and body strengthening of QN container wagons.

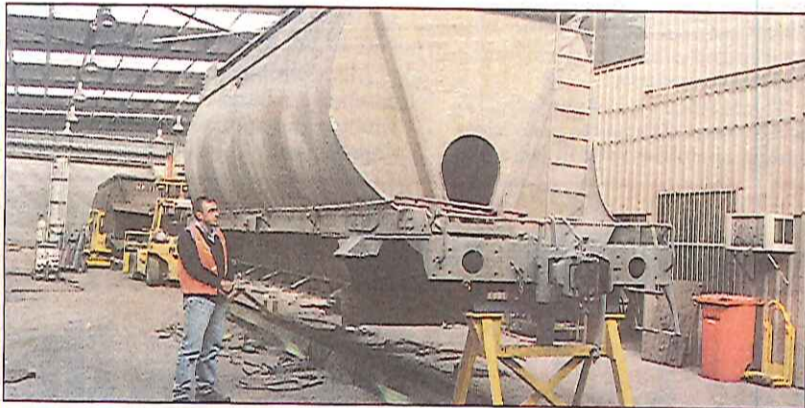
Located nearby is the Motive

Power Centre. As the name suggests this area is responsible for the maintenance of Tasrail's locomotive fleet.

With the assistance of the Burnie depot, the Motive Power Centre completes daily locomotive preparation, all levels of servicing and major overhauls and repairs.

The Motive Power Centre utilises its Quick Fix facility for the preparation and minor servicing and repair work.

A locomotive wash bay, bogie overhaul shed and a locomotive load bank, used to test locomotives under full horsepower, are all located within the Motive Power Centre area.



Tasrail's Neil Armstrong is dwarfed by an HE cement wagon, in for the fitting of new prototype door seals.

Companies benefit from symbiosis

Coal mines and railways have played an integral part in the settlement and development of many parts of Australia and nowhere is that more evident than in the Fingal Valley.

It was the development of a commercial coal mine which spurred the construction of a railway line into the Fingal Valley in the late 1800s bringing with it an unprecedented prosperity to the Valley.

Since 1886, the relationship between Cornwall Coal Company and Tasrail has consolidated into a healthy, interdependent partnership which fuels the prosperity of both companies and also adds value to operations of many others.

As one of Tasmania's major energy suppliers with customers in all parts of the State, Cornwall Coal relies heavily on its logistics partnership with Tasrail.

Operating the biggest coal mining and washery facility in the State, the company processes more than 380,000 tonnes of black coal extracted from three collieries — the Duncan underground mine, near Fingal, and the Blackwood No. 3 underground

mine and Huntsman No 2. open cut mine in the Mt Nicholas range near St Marys.

A fourth resource — Cullenswood Colliery — is being investigated as an open cut operation to come on stream as the Huntsman Mine is worked out.

Cornwall Coal is one of the State's oldest continuously operating companies and is today owned by Sydney-based Australian Cement Holdings which also operates the cement manufacturing plant at Railton and cement block manufacturer, Besser Tasmania.

More than half of Cornwall Coal's output is used at the Railton Cement Works, but the company also supplies coal to a large number of major operations around the State.

From paper, beer and chocolate manufacture in the State's south to dairy foods and vegetable processing in the North West, Cornwall Coal is a staple energy source for a large number of the Tasmania's major industries.

And the company relies heavily a dependable rail link to maintain supplies of coal to its customers.

Strategic partnerships... working for the long term

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Efficient system works for Forestry Tasmania

Tasrail's winning combination of competitiveness and reliability produces a high-quality service that Forestry Tasmania depends on.

"Using Tasrail to cart our logs over long-distance routes has proven extremely efficient for Forestry Tasmania," said

Forestry Tasmania's general manager of operations, Kim Creak.

Tasrail carries logs out of Bridgewater in the State's south, and the Wiltshire merchandising yard in the west. It has also worked with Forestry Tasmania to establish a new log handling yard at Bell Bay.

"Tasrail has made considerable investments in rolling stock and infrastructure in order to meet Forestry Tasmania's haulage needs," Mr Creak said.

"TasRail has proven it can deliver innovative solutions to log-handling and freight problems.

"For example, introducing integral road-rail links is a modern approach to combining the best of road and rail transport."

Using Tasrail to move Forestry Tasmania's heavy loads also benefits the community, by reducing the burden on public roads.

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Everything adds up in finance department

The responsibilities of Tasrail's finance and administration department include treasury and finance, accounting and general administration, purchasing and stores.

The treasury function entails managing daily cash flows, credit control, accounts payable, government funding of infrastructure upgrading and Tasrail's capital expenditure programmes.

Other functions include preparing the annual budget, month-end management reporting and secretarial duties for the board of directors.

Statistics that Tasrail management requires on a monthly basis include monthly profit, balance sheet ratios, concentrate stocks and movements from the West Coast mines to Burnie, debtors figures and collection performance, fuel usage and costs.

The finance and administration department also has to prioritise budget spending to fit in with



Accounts officer Sharen Fielding, management accountant Graham Pratt and administrative assistant Anne Greaves.

projects contained in management's annual plan for the company.

Last year, ATN started running trains in Victoria using a new company, ATN Access.

This business unit has a contract with the Australian Wheat Board to cart wheat in Victoria and NSW.

All administration for that company is handled by Tasrail's finance and administration department in Launceston.

Reliable rail link all part of PDC growth

A reliable rail link had been a vital part of the equation in the Port of Devonport Corporation's decade of growth in the 1990s, says PDC chief executive Richard Barnard.

"A major contributing factor to the port's success this year has been the large quantities of containers and general cargo being shipped by Holyman Shipping six times a week from Devonport with the Searoad Mersey and the Searoad Tamar which can be directly linked to Tasrail," Mr Barnard said.

With Holyman Shipping basing its Tasmanian operations in Devonport, all other interstate cargo shipped by the company has to be transported to Devonport by road or rail.

"A big percentage of the cargo coming from the south of the State is taken directly to Devonport by rail," Mr Barnard said.

"The success of this operation has been so significant in recent years that in 1999, Tasrail constructed an additional spur line into the port to assist freight handlers.

"The bonus for the port was that not only did Holyman Shipping benefit from the convenience of the spur line, but in fact all freight handlers using the port."

The Port of Devonport's recently released economic impact statement also showed the importance of movement of containerised cargo



The Port of Devonport.

(and its reliance on the rail link) to the region and the State.

The study revealed port-related activities generating more than \$293 million for the State economy and playing a role in creating 2431 full-time equivalent jobs.

With the seaport contributing \$279 million of this revenue and containers making up 63.5 per cent of this figure (\$186 million), the value of the rail link becomes obvious.

While the romantic days of steam may have been replaced by diesel locomotives with longer and faster trains, the fact remains that the rail network operated by Tasrail plays an important role in the operations of the Port of Devonport and in turn, a bigger role in our daily lives than most of us would realise.



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A Promotional Feature



Tasrail's mechanical division manager Stephen Kerrison with the DV1 driving van for remote control operation of the company's cement train.

Modern locomotives are more productive

Tasrail's mechanical division is responsible for the maintenance and improvements of all the company's rolling stock.

This division has seen some major developments in recent years — none more exciting than the introduction of two D class locomotives.

"They are the biggest, heaviest and most powerful locomotives to run on the State's rail system," mechanical division manager Stephen Kerrison said.

"We've just finished the initial commissioning period of the locomotives and it's gone very smoothly.

"We have a few more weeks of commissioning to go and then we expect to utilise these locomotives on our mainline services, mainly our paper trains and our freight trains."

The introduction of the Ds will also assist Tasrail with its plans to airbrake its X class wagons that service the mines on the West Coast.

"Those wagons are currently vacuum-brake and use a different style of locomotive to that of our mainline fleet which is diesel-electric. This ore traffic is currently serviced by diesel-hydraulics," he said.

"Once we airbrake the X class wagons we will be able to retire

the older diesel-hydraulic locomotives and replace them with diesel-electric locomotives which are more reliable and easier to get replacement equipment for.

"The airbrake project is quite a capital investment in that area but it will allow us to modernise our equipment and to bring it all onto the one standard."

Mr Kerrison said that the introduction of the modern locomotives would result in less downtime, increased efficiency and higher productivity.

The mechanical division has also revamped its computerised maintenance system which can now record all maintenance carried out and also advise when scheduled maintenance is due.

Tasrail has reduced the amount of wagons that need to come through the Launceston workshop for unscheduled maintenance through the utilisation of in-field maintenance gangs working at the company's Hobart and Burnie sites.

"But they have more than one duty — their positions are now multi-skilled which enables them to work in other departments as well," Mr Kerrison said.

The mechanical division in Launceston has also been restructured to make it easier for

multi-skilling and has placed staff in more natural workgroups.

"During the past couple of years we've seen a major increase in the flexibility of the staff and the tasks they do have been expanded accordingly."

Key performance indicators have also been introduced to track the performance of Tasrail's mechanical division.

"This allows us to look at the reliability of our fleet — the number of kilometres per incident against set benchmarks," Mr Kerrison said.

"We have examined closely the benchmarks set by other railways when setting our own."

Another interesting development is the introduction of Tasrail's DV1 driving van which has been built for the purpose of serving the remote control operation on its cement train.

This driving van, which is built to look like a locomotive, is situated on one end of the train and the "real" locomotive is at the other end.

The driver can operate the locomotive from the driving van, which provides him with numerous amenities, comfort and protection.

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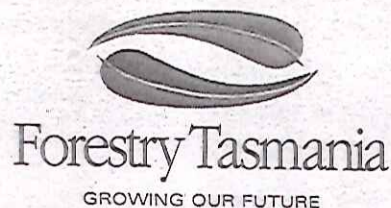


The 2021 D class locomotive is one of the latest additions to the Tasrail fleet.

Forestry Tasmania congratulates

Tasrail

on their continued investment in Tasmania's rail transport system.





A Promotional Feature



Forestry product to lead business growth

Tasrail remains confident it will continue growing its business in the future.

Large increases in forestry product volumes have been achieved through a five-year contract signed with Rayonier to move

pine logs from forests to sawmills and export ports.

Arrangements have also been entered into with major hardwood producers and processors leading to greater log tonnages across the State.

The company has recently completed construction of a new rail link at Bell Bay to secure log transport to a new processing plant under construction there.

A joint agreement with Frenchpine and Holyman Transport has led to the tripartite

funding of a loading area at Scottsdale to facilitate railing of saw timber to ports for export. This product currently leaves the mill by road.

"We see forestry products as a major growth area into the future," said Tasrail general manager, Robert Evetts.



Copper Mines of Tasmania are proud of their association with Tasrail through the Mt Lyell Mine.

We would like to congratulate Tasrail on taking delivery of their two new locomotives and look forward to our continued relationship.

Copper Mines of Tasmania

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Tasrail's Paul Ralph does some welding repairs to a DC locomotive.

Logistics project has many benefits

The transport industry is a vital horizontal link in the Australian economy and stands to benefit considerably from a greater intake of electronic commerce.

Most organisations operating within Tasmania are faced with transporting goods to and from the mainland at some stage and any improvement in the logistics of its transport is beneficial to their operation.

Based on the demonstrated industry demand, the Tasmanian Electronic Commerce Centre board decided it would be beneficial for a Statewide virtual logistics project to be established.

Its project, Tasmanian Logistics On-line, has delivered great benefits to the State.

Tasrail is an enthusiastic

participant in the project which provides the enablement of transport companies to electronically transfer consignment notes and manifests.

TLO has also electronically enabled a number of Tasrail's key customers such as Copper Mines of Tasmania, Pasma, Australian Cement Holdings, and Holyman's Transport.

There are a significant number of steps of repetitive paper work involved in transporting product but, through the TECC-backed programme, organisations can now create that information electronically and send it directly to Tasrail.

This not only saves those companies a lot of paper work but also saves a lot of rekeying by Tasrail.

Tasrail's end customer can also go to a web site and track and trace the consignment.

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A Promotional Feature



Employees are a valuable asset

Every employee at Tasrail is regarded as a valuable asset to the company and all staff members are actively encouraged to contribute ideas for improvements to the organisation.

Tasrail is focused on providing its employees with an environment where they can be part of a team working together to introduce new technology and closer working relations with customers.

In the past, employee suggestions and communication have stimulated actions that have benefited Tasrail in both productivity and revenue and its employees continue to support the company through providing the flexibility and motivation required to meet Tasrail's targets.

One of Tasrail's major focuses is the training of its staff. Tasrail provides training to ensure employees can perform their tasks safely, efficiently and effectively.

Workers skills' base will be further improved this financial year through participation in the National Transport and Distribution (Rail Operations) Competency Training Package.

Currently, Tasrail only has its rail operators and drivers involved. However, it is proposed to include



Tasrail's quality team includes Phillip Shipp, Sharen Fielding, Jill Collinson, Phillip Cornwell, Malcolm Bygraves. Absent — Chris Edwards.

infrastructure employees in the programme in the future.

To date, 21 Tasrail employees have completed their level one assessments and they now are in the process of working through their level two and level three assessments.

Level three is the equivalent to a tradesman's certificate.

Training is conducted in-house, with the assistance of Simon Waters, from TAFE.

At the completion of the programme, employees can gain national qualifications which allow them to interchange between rail systems around Australia.

A programme to enhance train

handling will commence at the end of this month.

An external facilitator will be working with Tasrail drivers both in the classroom and on-the-job.

The course content is structured to improve operational skills, enhance train knowledge and improve fuel economy.

Tasrail has gained Rail Safety

Accreditation to comply with the Rail Safety Act 1997 and Regulations 1999.

To support Tasrail's accreditation, employees developed a new safety management system.

The system incorporates the Workplace Health and Safety documentation and new documentation in accordance with the requirements of AS4292 Railway Safety Management.

The SMS provides a framework in which the risks associated with working in a railway environment can be identified, analysed, assessed and treated, consistent with company policies, procedures and legislative requirements.

To continually improve injury prevention an action strategy for this financial year is being implemented. This includes:

- Raising the profile of the safety management system across the company.

- Commitment to prevention across Tasrail through a balance of advice, information and education.

- Expanding the role of OH & S representatives.

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