Move rail vehicles using a shunt class or main line locomotive within yard limits

Level 3  
Credits 4  
Purpose People credited with this unit standard are, by using a shunt class or main line locomotive, able to: prepare for movement of rail service vehicles; move rail vehicles; and place and secure rail vehicles.

Subfield Rail Transport  
Domain Rail Operations  
Status Registered  
Status date 20 November 2009  
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Entry information Prerequisite: Unit 19281, Perform core stationary shunting duties, or demonstrate equivalent knowledge and skills.

Accreditation Evaluation of documentation and visit by NZQA and industry.

Standard setting body (SSB) Competenz

Accreditation and Moderation Action Plan (AMAP) reference 0013
This AMAP can be accessed at http://www.nzqa.govt.nz/framework/search/index.do.

Special notes

1 Assessment against this unit standard is to be carried out within the context of an organisation operating under a current, valid Rail Licence issued in accordance with the provisions of the Railways Act 2005. The organisation’s operating rules, codes, and instructions, referred to in this unit standard, are those the organisation has in place to meet the requirements of the Rail Licence.

2 Legislation relevant to this unit standard includes the Health and Safety in Employment Act 1992.
3 Rail vehicle refers to any flanged wheeled vehicle which uses the railway line. For the purposes of this unit standard, the pushing and haulage of rail vehicles will be restricted to the following:
no more than 6 rail freight wagons; or
no more than 6 passenger carriages; or
no more than 2 locomotives and/or railcars in a towing dead arrangement.

4 Movement of rail vehicles as described in special note 3 must occur under the following situations:
- rail sidings and dead-end roads within yard limits which include the entry to and exit from sheds;
- the pushing and haulage of rail vehicles with the locomotive being operated in both directions;
- daytime operation with clear visibility;
- a total period of operation of at least 30 minutes and not exceeding 1 hour.

5 Operation of the locomotive must be via a driver operating from the cab of the locomotive as distinct from the use of a remote control system.

6 Movement (shunting) of rail vehicles is a collaborative effort between the locomotive driver and the ground shunt crew. For the purposes of this unit standard, a qualified ground shunt crew member must be used during assessment.

7 Definitions
Organisational procedures refer to documents that include: worksite rules, codes, and practices; equipment operating instructions; documented quality management systems; and health and safety requirements.
Site safety plan refers to a document that details specific train or shunting movements within a designated area.
Towing dead refers to a locomotive or railcar that is without power acting as a conventional rail wagon.

Elements and performance criteria

Element 1
Prepare for movement of rail vehicles using a shunt class or main line locomotive.

Performance criteria

1.1 Locomotive is prepared for shunting duties.

Range locomotive checks, environment checks, safety checks.

1.2 Personal safety equipment is used in accordance with organisational procedures.

Range may include but is not limited to – footwear, high visibility clothing, hearing protection, hard hat.
1.3 Communication links are established between shunt crew members.

Range one of – radio, verbal, hand signals.

1.4 Knowledge of actions to take in adverse conditions is determined and explained in advance of locomotive operation.

Range may include but is not limited to – track condition, stopping distances, braking methods, rate of acceleration.

**Element 2**

Move rail vehicles using a shunt class or main line locomotive.

**Performance criteria**

2.1 Rail vehicle movement is consistent with the organisation’s site safety plan.

2.2 Rail vehicle movement is consistent with organisational procedures.

Range may include but is not limited to – rough shunting avoided, rate of acceleration, emergency stop, service stop, train brake, locomotive brake.

2.3 Rail vehicle movement is ceased in the event of communication link being lost.

**Element 3**

Place and secure rail vehicles using a shunt class or main line locomotive.

**Performance criteria**

3.1 Rail vehicle placement is consistent with job requirements and organisational procedures.

Range may include but not limited to – vehicle placed to siding, vehicle lined up at discharged point, vehicle placed in correct marshalling order.

3.2 Locomotive and rail vehicles are secured in accordance with organisational procedures.

**Please note**

Providers must be accredited by NZQA, or an inter-institutional body with delegated authority for quality assurance, before they can report credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be accredited by NZQA before they can register credits from assessment against unit standards.
Accredited providers and Industry Training Organisations assessing against unit standards must engage with the moderation system that applies to those standards.

Accreditation requirements and an outline of the moderation system that applies to this standard are outlined in the Accreditation and Moderation Action Plan (AMAP). The AMAP also includes useful information about special requirements for organisations wishing to develop education and training programmes, such as minimum qualifications for tutors and assessors, and special resource requirements.

Comments on this unit standard

Please contact Competenz info@competenz.org.nz if you wish to suggest changes to the content of this unit standard.