

Title	Perform core stationary shunting duties		
Level	2	Credits	2

Purpose	<p>This unit standard is intended for people shunting on private sidings, freight centres, repair depots, and other places where there is minimal movement of the rail vehicles, and whose primary role is not shunting.</p> <p>People credited with this unit standard are able to: prepare for shunting operation; marshall and connect; place and secure; and disconnect rail vehicles, and complete documentation.</p>
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Classification	Rail Transport > Rail Operations
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Available grade	Achieved
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Guidance Information

- 1 Assessment against this unit standard must 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:
Health and Safety at Work Act 2015.
Railways Act 2005 and subsequent amendments.
- 3 Where shunting occurs at more than one site operated by the organisation, the organisation's rules, codes, and instructions include an organisation's site safety plan which relates to the safe operation of the rail system at each site where shunting occurs.
- 4 Definitions

Core refers to applying to shunting on private sidings, freight centres, repair depots, heritage railway sites, and other places where there is minimal movement of the rail vehicles by people whose primary role is not shunting.

Instructions, in the context of this unit standard, refer to shunting terms and commands, and movement indicators conveyed by hand signals.

Organisational procedures refer to documents that include: operating rules, codes, instructions, and practices; equipment operating instructions; documented quality management systems; and health and safety requirements.

Rail vehicle refers to any flanged wheeled vehicle which uses the railway line.

Site safety plan refers to a document that details specific train or shunting movements within a designated area.

Shunt crew refers to all personnel involved in the shunt operation and includes the locomotive driver and one or more ground shunters.

Stationary shunting duties refers to the mounting and dismounting of, and applying of brakes to, stationary rail vehicles. They also include the emergency dismounting from moving rail vehicles.

- 5 Assessment information
- a All activities and evidence must be in accordance with organisational procedures.
 - b For assessment against this unit standard, shunting must be of an elementary nature and must be undertaken in a situation which allows adequate opportunity for demonstration of all the specified performance criteria. Typically, this would be expected to require a total period of operation of 30-60 minutes which must occur under the following conditions:
 - i a train consist of no more than six carriages and/or wagons, or no more than two locomotives and/or railcars in a towing dead arrangement;
 - ii movement over at least two sets of points.
 - c 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 locomotive operator must be used during assessment.

Outcomes and performance criteria

Outcome 1

Prepare for shunting operation.

Performance criteria

- 1.1 Personal protective equipment are used.

Range may include but is not limited to – footwear, high visibility clothing, hearing protection, hard hat.
- 1.2 Shunting requirements are interpreted and clarified as necessary from job specifications.
- 1.3 Rail vehicle movements, availability, and locations are established in order to determine appropriate siding and/or track locations for vehicle placement.
- 1.4 Safety check of rail vehicles is performed.

Range may include but is not limited to – foot step, hand hold, coupling equipment, secure loads, loose dunnage.
- 1.5 Check of immediate environment is performed.

Range may include but is not limited to – warning devices activated, people working in the vicinity, points set for intended route, track conditions.
- 1.6 Communication links are established with other shunt crew members.

Outcome 2

Marshall and connect rail vehicles.

Performance criteria

2.1 Marshalling instructions are conveyed to others in the shunt crew in a clear and concise manner.

2.2 Rail vehicle handbrakes are released.

Range may include but is not limited to – lever, ratchet, wheel, chocks removed.

2.3 Rail vehicles are organised in accordance with job requirements.

Range may include but is not limited to – rail vehicles placed in correct marshalling order, rail vehicles are placed in correct roads according to destination, rail vehicles are assembled in accordance to train/ship build requirements.

2.4 Rail vehicles are connected.

Range may include but is not limited to – standard buffer, auto coupler, air hoses.

Outcome 3

Place and secure rail vehicles.

Performance criteria

3.1 Placement instructions are conveyed to others in the shunt crew in a clear and concise manner.

3.2 Shunting manoeuvre is performed efficiently with a minimum of moves.

3.3 Shunting manoeuvre is performed while following signal requirements and observing safety considerations.

3.4 Rail vehicles are placed and secured in accordance with job requirements.

Range may include but is not limited to – trailing footstep or handbrake, shunters refuge, in the centre of a fully decked flat top vehicle, on the trailing “cow catcher”, or on the running board of a main line locomotive.

Outcome 4

Disconnect rail vehicles and complete documentation.

Performance criteria

4.1 Rail vehicles are disconnected.

Range may include but is not limited to – standard buffer, auto coupler, air hoses.

4.2 Rail vehicle handbrakes are secured.

Range may include but is not limited to – lever, ratchet, wheel handbrakes, chocks, number of rail vehicles secured.

4.3 Documentation for the shunt is completed.

Planned review date	31 December 2025
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Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	21 March 2002	31 December 2022
Review	2	20 November 2009	31 December 2022
Review	3	29 April 2021	N/A

Consent and Moderation Requirements (CMR) reference	0013
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This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

Comments on this unit standard

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