

Model Engineering Association of New Zealand Incorporated.

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MEANZ UPDATE

Meeting Report 13 July, 2023

The MEANZ Executive of Rob Wilson (President), Lester Watchorn (Vice President), Donald Ross (S.I. Rep), and Sean Heenan (N.I. Rep), minus Heather Wilson the Secretary (travelling on holiday), met with Stuart Wright, Principal Engineer at WorkSafe NZ Headquarters in Wellington on Thursday 13th July. Each member of the Executive who had not previously met Stuart, introduced themselves and gave a brief precis of their work experience.

We then agreed that we would discuss any topic in principle, but no decisions would be made by MEANZ or WorkSafe NZ at the meeting. We agreed that anything that we wished to agree on could be formally agreed to by application in writing after the meeting.

Amusement Device Regulations:

Upcoming changes to the regulations were discussed. MBIE have indicated it will be approx. 2 years before the new regulations come into force when the change is started however there is no current date for re-starting this work.

Introduction of the new regulations will mean that any "Pseudo Exemptions" as Stuart called them, will disappear. Cabinet decisions have been made that The new regulations will combine both the Amusement Device Regulations and the Pressure Equipment Regulations. This means that boilers as used in our hobby (locos and road engines) will have to follow the pressure equipment rules of the new regulations.

The new regulations are expected to contain some text referring to clubs being audited by an Inspection Body. This "Inspection Body" is what MEANZ (as a whole but regulated by the Executive) could become under IANZ.

Discussions were held that there may be a lower level of Accreditation from IANZ available that falls between the ISO9001 and ISO17020 that has been developed by IANZ that we may be able to apply to our hobby. This may be more cost effective than full IANZ Accreditation (which the President had previously spoken to IANZ about). But allow MEANZ to become a recognised inspection body should it decide to follow that path.

Model Boilers:

This was discussed at length.

Current Boiler Rules and AMBSC Codes:

Stuart has looked into this at length and believes that MEANZ members should be following the Pressure Equipment Regulations. Lester tabled the Interpretation and Application document of

the ADR rules with reference to MAP10 and the AMBSC Codes. Further discussions continued on the Approved Code of Practice for Boilers 1.29.6 around the reference to Model Boilers and the Inspection Certificate. Stuart felt that the wording there was more of a “pseudo exemption” that has not been formally or legally gazetted and he would have to take a legal opinion on it. We also discussed the Safety Lines Document referring to the AMBSC Codes. Stuart stated that this was just a newsletter (similar to MEANZ Updates) and did not make the AMBSC Codes legally accepted. They need to be “Gazetted.” He showed us the Gazette published after the information in the referred to Safety Lines document and the AMBSC Codes were not specifically listed.

The Key Issue with the AMBSC Codes and our ability to continue to use them is: They do not mesh well with the New Zealand regulation framework. This was agreed by both parties.

A New Zealand Boiler Code:

It was suggested that one way forward for Model Engineering Boilers in New Zealand was for there to be a NZ Standard or NZ Boiler Code that was based on the NZ pressure equipment regulations. This could include the design elements that we choose (such as the design component from the AMBSC Codes) and would define the Design Verification, Fabrication inspection, Testing, Commissioning Inspection and ongoing Testing requirements in line with the regulations. (it may also suggest acceptable specific deviation from the regulations but would be in direct relation).

Stuart indicated that if we wished to develop a set of codes, that he would help us where he could, and would direct us through the requirements to get them put through WorkSafe endorsement process hopefully before the new regulations come in. It is hoped this would clear up any ambiguity within current Boiler Codes and practices:

Note: A message made very clear, was that under the new regulations, it is highly unlikely there will be any 3 or 4 year boiler inspection cycles (unless there was a reasonable justification for a specific boiler based on its own tailored risk based inspection program)

Age of Drivers (and effective supervision):

This had a reasonable amount of discussion. Stuart produced some photos (from Facebook) which showed clearly underage drivers, one had a youngster driving a steam loco with a train load of kids whereas another photo showed an underage driver under close or direct supervision of an adult also with passengers as he could see the benefit of younger drivers “learning the ropes” under real conditions is accepted where done safely. He suggested that under 16’s, could have training under direct supervision and drive while towing a train of the public.

This requires some discussion among clubs to redefine the MEANZ minimum driver age and supervision requirements. Some clubs may elect to support the driver age lowering and supervision in principle, but to have a higher age or supervision requirement for their club.

We need to make perfectly clear that “supervision” of an underage/ learning driver will not be, “watching from the station,” but having a qualified driver who is able to reach the loco controls, seated directly behind the underage driver, able to take immediate control of the device should an event occur.

We await the draft copy of the new regulations so we may pass around the MEANZ clubs for comment after which the MEANZ Executive would make our submissions to MBIE and WorkSafe NZ.

Best regards to all members as always.

Rob Wilson
MEANZ President.

Heather Wilson

MEANZ Secretary/Treasurer July 2023