



JOURNAL

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PLEASE SEND CONTRIBUTIONS TO EDITOR BY E-MAIL : dillicar@ihug.co.nz

IN THIS ISSUE

QUEENS BIRTHDAY HONOURS LIST	2
CODE OF PRACTICE FOR CRANES	2
RAIL SAFETY WEEK 2007	2
LTNZ CHANGE OF RAIL REGULATOR	2
PROPOSED MERGER TRANSIT & LTNZ	3
FRONZ SUBS NOW DUE	3
DEFINITION OF SERIOUS HARM	3
STORING MIXED DANGEROUS GOODS	4
VEHICLES FOR NETWORK USE	4
FIRE SERVICE REORGANISATION	4
CHARITIES COMMISSION UPDATE	4

"THOMAS" TOYS RECALLED FOR SAFETY	5
FATAL HERITAGE RAILWAY ACCIDENT REPORT	6
STANDARD FOR WELDING STEEL	6
DIGITAL ARCHIVES	7
ART RESALE ROYALTIES PROPOSAL	7
NZ LIVE .COM	8
MUSEUM GRANTS PROGRAMME	8
NON-PROFIT ORGANISATION STATS	8

2007 FRONZ CONFERENCE PHOTO



2007 CONFERENCE DELEGATES : DUNEDIN RAILWAY STATION FOYER : SUNDAY 3 JUNE 2007 : D L A Turner photo

HERITAGE RAIL PEOPLE REWARDED IN QUEEN'S BIRTHDAY HONOURS LIST :

CONGRATULATIONS are offered to **Russell Paul of Timaru**, a stalwart of the Pleasant Point Railway and Historical Society, who was awarded a **Queens Service Medal (QSM)** and also to **Russell Wiseman of Feilding**, President of Feilding & Districts Steam Rail Society, who was made a **Member of NZ Order of Merit (MNZM)**.

Both Russells have contributed significantly to the development of their rail heritage organisations over many years as well as contributing to other sectors of their communities, and are well known in FRONZ circles. It is not very often that we see rail heritage listed in the New Zealand Honours Lists and it is good that our chosen pursuit is recognised in this way by the wider New Zealand community and Government.

Also mentioned is is conservation architect **Chris Cochran**, who became an **MNZM** for services to conservation of historic buildings. Railway ones he has been involved with include Huntly station, Moana station and goods shed, Ormondville and Paekakariki stations, Pahiatua goods shed, Reefton engine shed, and Solway and Te Kuiti stations

Well done !

APPROVED CODE OF PRACTICE FOR CRANES

The Approved Code of Practice for Cranes was approved by the Minister of Labour on 19 April 2007. A notice to that effect was published in the New Zealand Gazette on 3 May 2007 and the code will come into force twenty eight days later, on 31 May 2007. It is available on Dept of Labour website. <http://www.osh.dol.govt.nz/>

There has been considerable discussion involving the Department, industry, and other interested parties over various points in the code. In particular, matters relating to design life, including more in-depth inspections and when they would be applied to various cranes, are still being considered separately by a working party. The output from this working party will be subjected to the approval process including industry consultation, and when agreement and approval are achieved, will then be incorporated into an appendix to the code. If you wish to make submissions to assist the working group please contact Geoff Edwards.

AUSTRALASIAN RAIL SAFETY WEEK COMMENCES JULY 23

NEW ZEALAND's rail industry is readying for significant involvement in the Australasian Rail Safety Week, due to commence on July 23.

Key rail industry players are planning a number of events and awareness campaigns during the week, including a nationwide series of television advertisements on all major channels..These hard-hitting adverts, which go to air with the support of Toll NZ, Ontrack, Land Transport New Zealand, the Greater Wellington Regional Council and the Chris Cairns Foundation, are designed to make the public more aware of safety at both level crossings and pedestrian crossings, and about the dangers of trespassing on the rail network. The TV commercials were recently shown to the Toll Operations Council who have also given their full backing.

FRONZ members might like to consider how they might join the campaign

CHANGES AT THE HELM OF LTNZ RAIL REGULATOR

For those that are not aware, we record that Glen Summers, former Head of Rail Regulation at LTNZ, has taken early retirement and has been replaced in an Acting capacity by Merv Harvey. FRONZ takes this opportunity to wish Glen well for his future and hopes that we will see him continuing his roles in assisting rail heritage organisations as a hobby.

ERRATA : MOBILE PHONE # FOR FRONZ EXEC MEMBER : GRAHAM ANDERSON

The gremlins got Graham's cellphone # wrong in Journal 55 : it should read (021) 154 4087

POLITICS : THE MERGER OF TRANSIT AND LAND TRANSPORT NZ

FRONZ doesn't usually indulge in political argument, but it does occur to many that the proposed merger of LTNZ & Transit is potentially a recipe for the roading lobby to take charge and bury rail interests, including those which our members pay for through rail regulation fees.

Press Release: Green Party 25 May 2007 Merger a chance for a better transport equation

The Green Party is welcoming a review of transport priorities but is urging those involved to ensure that it leads to a better balance of spending between public transport and new roads.

"With oil prices set to rise substantially as production reaches a peak, and with climate change biting harder and faster than expected, the top priority for transport should be a planned move to more use of walking and cycling for short trips and much better public transport services both within cities and between towns," Transport Spokesperson Jeanette Fitzsimons says.

"The biggest barrier to achieving better public transport is the present funding system whereby if a city wants a new state highway it is all paid for by central Government, but if they want to improve public transport they must raise most of the money through rates.

"New public transport infrastructure, like increasing the capacity of commuter rail, should qualify for the same funding subsidy as a new motorway in a city." The Green Party supports the proposal to streamline the planning cycle to a three-yearly basis.

"The big risk with the merger of Transit New Zealand and Land Transport New Zealand is that the much larger and more powerful Transit, which focuses solely on roads, will become even more dominant," Ms Fitzsimons says.

"Transit, along with road building firms, the truck lobby group Road Transport Forum and the AA collectively form a huge roading lobby. There is no equivalent lobby group for better public transport services, although numerous surveys have shown that those services are what most people in the major cities want. "Many people have argued for a long time that all petrol excise tax, as well as road user charges, should go into the Land Transport Fund. The Greens would support this only if this fund also pays all the costs that road transport imposes on society.

"Two major Government studies have shown that the external costs of road transport paid for by society at large, amount to at least \$1200 million a year, this includes air pollution, water pollution, noise, some accident costs and climate change," Ms Fitzsimons says.

FRONZ 2007-2008 SUBS NOW DUE

For the 4th year in succession FRONZ has held its subscription rate, being :

Members with a Rail Safety License : \$ 300 + GST per annum and

Members who do not operate a rail service : \$ 180 + GST per annum

Our Financial Year commenced on 1 April but subs were not confirmed until our recent AGM. We would therefore appreciate prompt payment of the Subs invoice which should be appearing in your mailbox around this time.

Payments should be returned to Treasurer, Clark Simmonds, at the address shown on the Invoice.

Any queries to Clark at home on (04) 528-8120

PROPOSED CHANGE TO DEFINITION OF 'SERIOUS HARM'

The Department of Labour is reviewing the definition of "Serious Harm". As it may affect the outcome of matters under the HSE Act and the Railways Act, FRONZ has made a submission which was kindly offered by Trevor Burling.

For more information on what is proposed see : <http://www.osh.dol.govt.nz/serious-harm/index.shtml>

For a copy of the FRONZ submission please contact dillicar@ihug.co.nz

NEW STANDARD RELEASED FOR The storage and handling of mixed classes of dangerous goods in packages and intermediate bulk containers :

[AS/NZS 3833:2007](#)

Provides minimum acceptable safety requirements for installations where more than one class of dangerous goods dangerous goods is stored and handled, whether in packages or intermediate bulk containers (IBCs) of up to 1.6 m3 capacity.

If you are storing mixed DG classes on your site it may pay to brush up on the latest standard. The new Standard Supersedes AS/NZS 3833:1998 - The storage and handling of mixed classes of dangerous goods in packages and intermediate bulk containers as at Wednesday 30 May 2007

Purchase the Standard here >

[http://www.standards.co.nz:80/web-shop/?mod=catalog&pid=3833:2007\(AS|NZS\)&action=viewSearchProduct](http://www.standards.co.nz:80/web-shop/?mod=catalog&pid=3833:2007(AS|NZS)&action=viewSearchProduct)

YOU WANT TO REBUILD A VEHICLE OR LOCO FOR USE ON THE ONTRACK NETWORK

Several times recently the FRONZ Exec has (at Conference and through "JOURNAL") been letting all members know that if they intend seeking registration for a vehicle or loco to access the ONTRACK rail network, there are a number of requirements (so far as Engineering are concerned), starting with "pre-registration".

Grant Hjorth, Chair of the Heritage Technical Committee has now supplied the information to clarify that task and we urge any member organisation who aspires to run their equipment on the Network, to follow the proper course as [outlined in the attached PDF document.](#)

Of course, on top of this there are the Peer Reviews prior to signing the Access Agreement and a host of other necessities to have in place, but we believe the document attached will be of help to all.

We are aware of at least four member organisations who are doing work toward getting vehicles prepared for eventual running on the Network but who have not yet taken any steps toward pre-registration. We can only repeat our earlier warning that it could well end in tears for many contributors and workers if these approved steps are not taken.

NOTE : The FRONZ Executive are considering introducing a *modest* annual fee to cover the cost of pre-registration work for organisations which have NOT yet signed up to the Access Agreement and who do not therefore pay fees (as do permanent Network Operators) for funding our work. When and if, unsigned organisations go on to sign the Access Agreement (and therefore pay a share of the Network operator costs), this work would form part of that service.

Likely fees are \$ 100 per annum for vehicles and \$ 200 per annum per locomotive. In our view it is unreasonable to expect existing operators to fund this work.

PROPOSED REORGANISATION OF URBAN AND RURAL FIRE SERVICES.

FRONZ Executive member Nigel Hogg, has just completed an excellent submission to the team advising the Government on the reorganisation of the Fire Service into the Fire and Rescue Service. This deals with our concerns about the way locomotives and rail operations are currently authorised to operate during restricted or closed fire seasons.

If you would like a copy of our submission please e-mail Paul Dillicar dillicar@ihug.co.nz

LATEST CHARITIES COMMISSION UPDATE

<http://www.charities.govt.nz/news/updates/may-2007.htm>

DO YOU HAVE STOCKS OF THESE RECALLED TOYS ?

Children's health worry over Thomas the Tank Engine trains

Friday June 15, 2007

NZ Herald

Some Thomas the Tank Engine toys may contain lead. Thomas the Tank Engine and friends have been recalled to the station over a matter of paint.

It appears that the paint on some of the wooden toys may contain lead, raising health concerns especially where young children are concerned.



RC2, manufacturers of Learning Curve-branded Thomas and Friends Wooden Railway System, has recalled a limited number of products worldwide with only 12 of the affected products relating to New Zealand. Local distributor Holdsworth and Sons said the items had already been taken off the shelves in toy stores here. Managing director Simon Holdsworth said only toys bought in the past two years were affected and that the levels of lead were probably not harmful with no incidents or injuries reported in any country to date. However, he said such toys should be sent back for a replacement. "There's a fair bit of consumer concern but it's only the 12 items and not the entire range," he said. Advertisements detailing the affected lines will appear in newspapers throughout the country.

These 12 items or parts are being recalled:

- * Old Slow Coach (brown and yellow), purchased after June 2006.
- * Sodor Line Caboose (red), purchased after April 2005.
- * Deluxe Fire Station, Fire Brigade Truck (red) and Fire Brigade Train (red) only, purchased after November 2006.
- * Oval Set, Baggage Car (red) and Railroad Sign (yellow) only, purchased after January 2006.
- * The Great Adventure Set, Yellow Sodor Cargo Co. piece (yellow), purchased after October 2006.
- * James the Red Engine and Tender (red) purchased after April 2005.
- * Red Lights and Sounds James Engine and Tender (red), purchased after July 2006.
- * Skarloey (red), purchased after April 2005.
- * Sodor Fire Crew, Hook and Ladder Car (red) and Water Tanker Car (red), purchased after April 2005.
- * Smelting Yard, purchased after August 2005.
- * Ice Cream Factory, purchased after August 2005.
- Mountain Overpass Set, Stop Sign (red). purchased after April 2006.

Thomas Holdsworth & Sons Ltd
P O Box 71-086
Rosebank
Auckland,
Phone number: 64 98287159
Fax number: 64 98288226

Contact : Mr Simon Holdsworth
Managing Director

BAY OF ISLAND VINTAGE RAILWAY RE-LAUNCHES

Grant Hjorth took these pictures at this major event for our member at Kawakawa on 9 June 2007. Congratulations ! :



FATAL RAIL ACCIDENT REPORT : LACHLAN VALLEY RAILWAY SOCIETY

On 15 April 2006, a heritage passenger steam train operated by Lachlan Valley Railway Society Cooperative Ltd (LVRS) was participating in an event to celebrate the centenary of the opening of the rail line between Temora and Aria Park1.

The train consisted of a 32 Class steam locomotive, No. 3237, its tender and five passenger carriages. For the journey from Temora to Aria Park, it was designated SS83 and configured with the tender of the locomotive leading. The locomotive and tender were detached from the carriages and moved around the rail loop to take up a position near the level crossing for the ceremony

On completion of the ceremony at about 11:40am, the locomotive and tender had to be reversed towards the Aria Park platform to be re-coupled with the carriages for the return journey to Temora. The train's Guard directed this reversing movement with hand signals and was responsible for connecting the couplings between the locomotive's tender and the leading passenger carriage.

To engage the hook and link of the coupling mechanism, the Guard stepped into the gap between the tender and the carriage on two occasions; initially to align the coupling link and subsequently to place the carriage's coupling link over the tender's coupling hook. At approximately 11:52am, as the Guard attempted to effect the coupling manoeuvre, he was crushed between the tender and the carriage

The Guard received immediate emergency treatment at the site of the incident and was then transported by ambulance to Temora Hospital where he died shortly afterward from the injuries he had sustained.

The Office of Transport Safety Investigations, New South Wales, has now made its report available on the Web and it is drawn to the attention of all FRONZ operating organisations as recommended reading.

<http://www.otsi.nsw.gov.au/rail/IR-AriaPark-final.pdf>

NEW STANDARDS FOR WELDING STEEL

AS/NZS 2980:2007

Qualification of welders for fusion welding of steels

Defines the qualification test of welders for the welding of steels to the requirements of a welding procedure specification. It provides a set of technical rules for a systematic qualification test of the welder, and enables such qualifications to be uniformly accepted independently of the type of product, location and examiner/examining body.

EXTENSION OF DAYLIGHT SAVING TIME IN NEW ZEALAND

The Government has decided daylight saving should be three weeks longer, with clocks going forward a week earlier in September, and back two weeks later in April. How will this affect your staff and published timetable information ?

SCRAP METAL RAILWAY THEFTS REACH EPIDEMIC PROPORTIONS

DATLINE BERLIN, GERMANY : A court in Germany has convicted three men of stealing over four km of rail track, weighing nearly 500 tonnes, to sell as scrap metal. The court in the city of Marburg said on Tuesday the men, aged 26 to 29, pretended to be working for the national rail operator Deutsche Bahn when they began carving up a disused line between nearby Niederwalgern and Lohra with blowtorches.

"They even went around handing out leaflets to locals asking for understanding about the noise," a court spokesman said.

"The stolen tracks were worth about 170,000 euros (\$NZ317,341) altogether, but they'd collected less than 100,000 euros by the time they were caught."

The three suspects, all Germans born in the former Soviet Union, had removed 476 tonnes of steel track by the time they were caught when a local man contacted Deutsche Bahn to check their story. Two suspects confessed and received 18-month suspended sentences. The third was given two years and one month in jail.

FUNDING SUPPORT TO PRESERVE DIGITAL ARCHIVES

Thursday, 17 May 2007, 4:35 pm Press Release: New Zealand Government
Hon Judith Tizard : Minister Responsible for Archives New Zealand

Budget funding of \$8.5 million over four years will enable Archives New Zealand to develop a strategy for archiving 'born digital' materials, material that originated in a digital environment.

"A portion of the \$8.5 million has been earmarked to develop a Digital Archives Preservation Strategy and to replace Archives' 16 year-old file location and tracking system, and other key systems," said Judith Tizard, Minister Responsible for Archives New Zealand.

"These developments will help ensure that New Zealanders have access to our government archives and national treasures - especially 'born digital' materials.

"As we move further along the digital highway many more records are created in a digital environment and quality systems are essential to ensure these records are captured so they are useable both now and in the future. We want to ensure electronic public records are appropriately maintained by government agencies and are accessible as public archives for as long as they are needed.

"The Digital Archives Preservation Strategy will ensure New Zealand communities can appreciate and value their own local identity, our national identity and be visible internationally in the digital world well into the future. It also contributes to the government's wider Digital Content Strategy," Judith Tizard said.

The new strategy will be developed in consultation with the National Library, the Ministry for Culture and Heritage and the State Services Commission.

Funding has also been approved for a programme to better manage ministers' and security-classified papers, which will identify sensitive information in ministers' records, classify and archive them appropriately. As the country's leaders, it is important for current and future generations to be able to access these documents as necessary.

TEMPORARY CLOSURE OF ARCHIVES AUCKLAND

Archives New Zealand's Auckland office is moving to new premises at 95 Richard Pearse Drive, Mangere. Because of this move, some services will be temporarily unavailable from May 2007.

Written reference is unavailable from 4 May. The reading room is closed from 25 May.

Full services are expected to resume at the new Mangere building on Monday 17 September 2007.

ART RESALE ROYALTIES BEING CONSIDERED

Railway Art originals expected to be caught

The government is to consult on a royalty payment scheme for artworks resold on the secondary market, Prime Minister and Arts, Culture and Heritage Minister Helen Clark and Associate Commerce Minister Judith Tizard have announced. Helen Clark, and Judith Tizard, who is also associate Minister for Arts, Culture and Heritage, released a discussion paper inviting public feedback on options for a resale royalty right for visual artists.

Also known as an 'artist's resale right', the arrangement is in place in about 50 countries. It allows visual artists to receive a royalty payment each time an original art work is resold on the secondary art market.

"In tackling this complex issue, Labour is honouring another election promise to examine international developments relating to resale royalties for artists and their possible application to New Zealand," Helen Clark said. "We are also very aware of the significant growth in the local art auction sector, with total sales across our six main art auction houses alone doubling over the past decade."

Judith Tizard said international practice showed the arrangement tended to apply to work sold through art market intermediaries, such as dealers and auctioneers. Works sold privately were not usually included.

HELPFUL ADVICE FROM TE PAPA NATIONAL MUSEUM

NZLive.com – the place to be seen

Organisations in the know are taking advantage of NZLive.com by listing their events on the portal at **no cost**. You can do this too. Even if your events are already listed on your own website, NZLive.com provides an additional channel to get the word out. It's definitely worth it!

Look at the impact on these organisations – huge numbers of virtual visits to the website.

Auckland Festival events have been seen over 4,000 times.

The listing for the Te Matatini festival, held in February, was viewed over 2,500 times.

The listings of the Historic Places Trust have been viewed over 1,700 times.

Te Papa's listings have been viewed over 2,000 times.

Events for the Museum of Wellington City and Sea have been viewed over 900 times.

NZLive.com is a great place to let people know about your organisation, your attractions, and your events. To find out how you can be part of this exciting initiative, visit [NZLive.com](http://nzlive.com).

Helping Hands Grants Programme

The Helping Hands Grants Programme is a new programme from National Services Te Paerangi that aims to help small museums carry out their responsibilities. These responsibilities may include:

purchasing conservation materials

contracting consultants

accessing training or professional development opportunities.

Applications are welcome for any amount up to a maximum of \$1,000. There is no cut-off date for Helping Hands Grants. Applications will be considered at any time on their merit. However, an organisation can make only one application per financial year. To find out more, please click this link

<http://www.tepapa.govt.nz/TePapa/English/NationalServices/SupportingMuseums/HelpingHandsGrants>

ALMOST 100,000 NON-PROFIT ORGANISATIONS IN NEW ZEALAND

There were 97,000 non-profit institutions operating in New Zealand in 2005, Statistics New Zealand have announced. The largest number were in culture, sport and recreation (45 percent), followed by social services (12 percent) and religion (10 percent).

The majority (90 percent) of non-profit institutions did not employ paid staff. Volunteers outnumbered paid employees by approximately four to one. Non-profit institutions employed 105,340 paid employees, and enlisted the help of over 436,500 volunteers.

The greatest number of paid employees were involved in social services (30 percent), followed by education (19 percent) and culture, sport and recreation (16 percent). Health services employed the greatest number of paid staff per non-profit institution.

Non-profit institutions are defined as being organised, not set up to make a profit, not distributing profits, separate from government, self-governing and having voluntary membership. The register of non-profit organisations was collected from Statistics New Zealand's register of businesses, and other sources, including the registers of incorporated societies and charitable trusts held by the Companies Office.

The numbers released today are the first step towards a more detailed report, *Non-Profit Institutions Satellite Account* due out on 28 August 2007. The report will measure the contribution of non-profit institutions to the New Zealand economy and include a valuation of volunteer labour given to non-profit organisations.

Dallas Welch. Acting Government Statistician



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PAUL DILLICAR
AUCKLAND

dillicar@ihug.co.nz

Guide to Pre-Registration of Heritage Vehicles

Purpose

This document sets out the general pre-registration process that will be applied by the Heritage Technical Committee (HTC) to Heritage Vehicles under preparation for possible registration for operation on the National Rail System. It applies to both new entry vehicles and those for which registration has lapsed.

Terminology

- “Registration” is the process detailed in NRSS/11. To achieve registration a Heritage Vehicle must first be endorsed by the HTC.
- “Pre-Registration” is a process administered entirely by the HTC. The process is detailed in this document.
- All terms and definitions in this document are as used in NRSS/11.

Background

A requirement of NRSS/11 is that a Heritage Vehicle must be endorsed by the Heritage Technical Committee before it can be registered for operation on the National Rail System (NRS). Pre-registration provides a two way process by which Heritage Vehicle Providers (HVP) can keep the HTC informed of plans for preparing Heritage Vehicles for operation on the National Rail System from an early stage of plans, and by which the HTC can provide advice to the HVP on the adequacy of those plans. Involvement in a pre-registration process should assist to identify problems early and ease the way to attaining HTC endorsement in the lead up to registration.

The overall intention of pre-registration is to encourage best practice to the benefit of the group concerned and the standing of all Heritage Participants as a whole. It seeks to facilitate the sharing of knowledge and experience, develop proficiency and set standards.

Note:

1. Pre-registration does not imply any right to registration or the endorsement of the HTC when registration is sought. The full requirements of NRSS/11 must still be met.
2. The pre-registration role of the HTC is advisory only. Full responsibility for the vehicle and its management still rests with the HVP.

Pre-Registration Process

Pre-registration is a process rather than just a single action. There is no “pass/fail” until registration is sought.

1. When approached to pre-register a vehicle the HTC will record the vehicle on its pre-registration list.
2. The Heritage Vehicle Provider will provide the HTC with details of the vehicle and how it plans to prepare the vehicle for registration.
3. The HTC will give feedback on the plan.

As the project progresses, steps 2 and 3 will be repeated as many times as necessary.

Advice on the pre-registration may be sought at any time from the Chairman of the HTC.

Pre-Registration Documentation

The following material should be provided to the HTC with any request for pre-registration.

- Current (and any previous) vehicle fleet numbers.
- Native class of the vehicle and original construction date.
- Details of ownership of the Heritage Vehicle and any lease arrangements, identifying the parties involved and their respective responsibilities for the condition and operation of the vehicle.
- Description of the vehicle and major components e.g. bogies, brakes, drawgear, structure, power system etc.
- General arrangement drawings for the vehicle showing main features and details, including key dimensions and axle loads.
- Sufficient photographs to show the vehicle's condition and general arrangement, including interior arrangement where appropriate.
- Description of any existing or proposed modifications from original, noting in particular any changes in purpose, operational methods, key dimensions or weights.
- Statement of intended function and operation of the vehicle as a Heritage Vehicle, including any associated risk mitigation provisions taking into account crash worthiness and any other safety related features.
- Plan for attaining registration.

Plan for Attaining Registration

A Heritage Vehicle Provider must present the HTC with a plan setting out how a new or lapsed Heritage Vehicle will be prepared for registration. The plan need not set out all steps in detail but must specify immediate plans and set out milestones when an updated plan will be submitted. Milestones will be expressed in terms of project stages rather than time. The plan should take into account project management elements such as record keeping, use of appropriate standards, peer review, source of technical expertise etc. Other information may be sought by the HTC. It is recognised that the level of planning and the amount of detail to be provided at any particular point will depend on the scale and duration of the project being undertaken and the stage it is at.

HTC