

Metro Signal, Control Systems, Communication and Signal Project Competencies



FAQ Frequently Asked Questions

March 2018

Q1. Do I need to be a registered RSW to perform rail safety work in Melbourne within the Metro network, if I have performed similar work on other rail Networks?

A1. Yes, if you are identified within one of Metro's competency matrices and intend carrying out rail safety work for Metro or one of Metro's contractors. All matrices can be found on the www.metrotrains.com.au/academy website.

Q2 Can I apply for a RIW account from Overseas?

A2 Yes, you can apply for the RIW from overseas. RSW that are not working within the Metro rail corridor, although undertaking Metro work, are located Overseas, and require the mandatory identity verification to obtain a RIW profile, can apply and have their identity validated by an approved certifier of documents in their own Country of Origin, as are acceptable to Rail Industry Worker. There is no requirement to personally attend any post office or other within Australia if you are located overseas. Please refer to the Rail Industry Worker website for more detailed information. <http://railindustryworker.com.au/>

Q3. Where can I find out which competencies I need to undertake Rail Signalling, Control Systems, Communications or Signalling Project work?

A3. Please refer to MTM manual **L1-CHE-MAN-003 'Signals Rail Safety Worker Competence'** for information regarding the various competency roles for signalling, control systems, telecommunications and project works.

There is also a matrix of requirements titled Appendix 1: Signalling, Control Systems & Communications Roles Matrix that should be read in conjunction with the MTM manual and which details in full for each role the requirements to demonstrate competency, including work experience records, resume, specific training, years of experience and other important information. Both these documents are available on the website. <http://www.metrotrains.com.au/academy/>

Q4. Where can I find a list of approved Assessors for my competency assessment?

A4. A list of assessors will appear to you when uploading the required information onto the RIW website for the role that you have chosen to be assessed for. The list will only be available after all required information has been uploaded. A full list is also available to your Company's Competency Management System Administrator on the RIW website, where they have the appropriate website rights to view the list of approved assessors. Alternatively, a request can

be made directly to MTM via the following email address:
metroacademy@metrotrains.com.au

Q.5 *Where can I find a list of approved Subject Matter Experts (SME) for the role that I am being assessed?*

A5. A full list of MTM approved SME's is available to your Company's Competency Management System Administrator on the RIW website where they have the appropriate website rights to view the list of approved SMEs. Alternatively a request can be made directly to MTM via the following email address: metroacademy@metrotrains.com.au

Q6. *How long do my competencies last before they expire, and then what happens and how do I know that they are expiring or have expired?*

A6. All roles that the Rail Safety Worker has been approved for expire after a period of **four (4)** years from the date captured within Rail Industry Worker. This includes Assessors and SMEs. Prior to the expiry of a role held by the Rail Safety Worker, an email alert is sent from Rail Industry Worker, either to the Company's Competency Management System Administrator, or to the individual, to warn them of the pending expiry. The expiry date of a Rail Safety Worker role can also be viewed within the Rail Industry Worker system by the individual or the Company's Competency Management System Administrator.

Q7. *I am an apprentice and undertaking signal construction work (or other signalling works) in MTM areas, working with a work group, do I need a rail competency to do this signal work?*

A7. Yes, and all rail safety workers undertaking work within MTM areas are required to hold a competency in the role and classification of the works being undertaken. This does not always align to what your role is called within your Company, so the document called **L1-CHE-MAN-003(3) Signals Rail Safety Worker Competence** should be downloaded from the MTM website <http://www.metrotrains.com.au/academy/>. Read carefully the sections that describe the roles within the MTM competency system and define what role suits the type work being undertaken. In this case it would be related to signal construction, and as an apprentice it would be related to assistant signal constructor, whilst you are working with others and gaining training and work experience.

Q8. *How long does my work experience count, as I have been told that it only lasts for four years?*

A8. Your previous work experience will always be considered, however it is necessary to demonstrate that you have applied the knowledge in the previous four (4) years to maintain a high level of competence. As a result, it is harder to maintain a level 3 competency, than it is to maintain a level 2 competency. This is because there are some basic areas where you will always retain your basic knowledge and remain as a practitioner level, and there are other areas where you need to more regularly undertake work experience or training to maintain your level of competency.

You should undertake regular updates to your work experience records (ideally no longer than 3 months) to ensure they are up to date and signed by your supervisor. It is a great idea to annually reassess yourself against your Statement of Competency (SoC), to ensure that the areas that you have not worked upon that year that you endeavour to work upon in the next year, and so on. This is to ensure that by the time your competency expires that you can demonstrate you have sufficient experience for all areas defined in your SoC and can maintain your competency.

Note that for a RSW reassessments a reduced number of specific work experience examples are required in order to maintain your level of competence. If you require any further information, discuss this with your competency assessor or contact MTM directly via the following email address: metroacademy@metrotrains.com.au

Q9. What is the IRSE and where does it fit into the Metro CMS?

A9. The Institution of Railway Signal Engineers (IRSE) is an international engineering body that represents all signalling engineers, rail systems engineers and professionals in the Industry. As with other competency systems, MTM believe it is important for Engineers to demonstrate continuous professional development and to stay informed of latest industry practice and learnings from around Australia and the World. The IRSE is the peak body internationally for documenting and sharing knowledge across the signalling and rail systems industry and this is why MTM require that some roles be members of the IRSE. Being an IRSE member demonstrates your understanding of the signal and rail systems technology and work practices. Metro require this for a number of roles such as Signal Project Manager, Signal Project Engineer, and a number of senior signalling roles to demonstrate such learning and competency. Please refer to the metro website <http://www.metrotrains.com.au/academy/> for further information, or to your competency assessor.

Q10. What if I previously was employed in the rail industry in NSW, SA, WA, QLD, or NZ and worked as a signals RSW there? Would my competencies be automatically accepted?

A10. No, your competencies from other states, overseas or from other Rail Operators are not automatically accepted and you need to undertake an assessment following the information provided in document **L1-CHE-MAN-003(3) Signals Rail Safety Worker Competence** and further information available on the MTM website <http://www.metrotrains.com.au/academy/> . If you have your work experience records, training records, training and education certificates, and resume captured in the same format as MTM require and it is being used by other Rail Operators, then those records will be accepted as they are 'common documents' required for any competency assessment by any Rail Operator. If you have any further questions about transferring competencies, please discuss this with your assessor or directly with MTM via the following email address: metroacademy@metrotrains.com.au

Q11. Where do I find out what signal and communications training courses are available?

A11. Training and signal and systems courses can be found by seeking advice from your assessor, searching the web for training provided by Recognised Training Organisations, or for rail courses specific to the MTM network, refer to the Metro website <http://www.metrotrains.com.au/academy/> or email MTM on the following address: metroacademy@metrotrains.com.au

The IRSE website also provides details of training courses run by the IRSE. <http://www.irse.org.au/> . For further information on relevant training email.

Q12. How do I enrol for the MTM Safety Leadership Course?

A12. The MTM Safety Leadership Course can be viewed and then enrolments made via the MTM website <http://www.metrotrains.com.au/academy/>

Q13. Do I need the “around track” competency if I am not physically going to work trackside?

A13. The “around track” qualification is not required if you are not working on, near, within the rail corridor, or on site.

Q14. Is there a National Competency System in place for signalling?

A14. No, there is currently no National competency system in place as yet for rail signalling, control systems and communications. There is an active committee in place and working via the Australasian Rail Association (ARA) whom are progressing towards a national competency system for rail signalling and systems areas.

Q15. Where do I find the MTM signals induction questions?

A15. The MTM signal induction questions are available from your assessor. They are a number of questions related to your role and are derived from the Victorian Rail Industry Group (VRIOGS) suite of standards.

Q16. How do I get my MTM induction on signalling and CS&C assessed and for me to then use in my Metro assessment?

A16. The MTM endorsed competency assessor is able to assess your MTM induction and mark the induction as part of your assessment. The completed and assessed document is scanned and then uploaded onto the Pegasus website as part of your application for assessment in the role. Please refer to document **L1-CHE-MAN-003(3) Signals Rail Safety Worker Competence** and further information available on the MTM website <http://www.metrotrains.com.au/academy/>

Q17. Where do I find the VRIOGS signal standards and standard plans?

A17. The Victorian Rail Industry Group (VRIOG) standards are available either via your assessor, or can be obtained by gaining access to the Public Transport Victoria (PTV) Document Management System (DMS) on the website <https://dms.ptv.vic.gov.au/Dms>

Q18. Where do I find my Rail Industry Worker (RIW) number and how do I obtain one?

A18. When you apply for your RIW registration via the Rail Industry Worker website, you will gain all details on the complete process. Part of this process will be to take your completed registration form to a nominated post office for verification of your identification with 100 points of identification (not required when overseas, as there are other alternatives identified on the RIW website that enable you to verify your identification). Once your identification has been confirmed it will be sent to Rail Industry Worker whom then capture the information and send to MTM to verify. Once verified you will be issued with your Rail Safety Worker (RSW) card with your name and your identification number, along with issue date of the RSW card. For more detailed information refer to the RIW website. <http://railindustryworker.com.au/>

Q19. Do I really need all the years of experience that seems to be required in the MTM signals matrix?

A19. The years of experience within the signals matrix which is named “Appendix One Signalling CS&C Roles Matrix”, is a guide and general indication of the years it may take to gain the knowledge and experience to undertake the role and the classification within the role. It is not hard and fast as such, although it does give an industry view of time it may take an individual to gain the knowledge to undertake the role. This is based upon the fact that as you can knowledge and training to give you a higher level of competence that you then progress to a more involved a role, and undertake more complex work along the way. This continues along and the RSW gains additional knowledge and work experience whilst undertaking more work activities, and eventually gets to a more senior position within the role (design, construct, maintain, test, project engineering, CS&C).

Q20. I am a project manager and most of my role relates to signalling works and why do I need training in signalling?

A20. The roles of both the signal project manager and also signal project engineer were altered under the recent MTM changes to signal competency documents, and the changes incorporated the need for these roles to have some recognised knowledge of signalling and related rail systems to ensure that they understood the basics of signalling, and were able to relates better to the various life cycles within signalling (design, construct, test, commission, maintain). The very best way to acquire knowledge is via a recognised training avenue, and with this knowledge it allows the RSW to be able to read and interpret signal plans, understand terminology and basically have a complete picture of the signal works being undertaken within that role. Within the statement of competency (SoC) the RSW will be assessed as either no recognised knowledge and be a level 0, or as a level 1 meaning that they have some knowledge and can work under supervision, or a level 2 as a practitioner. The other elements within the signal project manager and signal project engineer captured what was previously in the

assessment for the roles, and being the record of relevant experience (RORE) which captures the elements of project management, and in this area the levels of competence are either a zero with no recognisable knowledge of the area, or a level 2 as practitioner.

Q21. *If I am a level one in signal design, can I also do checking and validation work in signal design?*

A21. No, as a level one in signal design you are under a level of supervision until you undertake more work experience to build up your level of competency to a level 2 meaning that of a signal design practitioner, and as such as a level 1 you cannot do the more complex work as a checker or undertaking validation type work .Once you are a level 2 in design you can undertake work as a level 1 in checking to gain exposure to the activity and bring your competency up to gain practitioner level in checking and validation.

Q22. *What does a Mentor do?*

A22. A mentor within the MTM signal competency system is a person whom has the skills and knowledge in various roles, but does not have a current SoC in a role for a number of reasons such as, semi-retired from the work force and not undertaking enough work to retain a high level of competency to perform the rail safety critical work, or a person whom has moved from practitioner or subject matter expert level into a management role, or a person whom does not wish to work actively in the role under a rail safety work activity, or similar to these. The mentor is then able to gain a mentor SoC for the role that they wish to be able to be a mentor in and this allows them to impart their knowledge to other RSW, as within the Rail Industry there is quite a gap of what is written and captured for use by younger rail workers, and training courses are not available for all areas of signalling and rail systems. The mentor is able to pass their experience and knowledge to others, and the SoC recognises their skills and knowledge as being valid and pertinent to the Industry.

Q23. *How Do I become a subject matter expert (SME)?*

A23. A RSW can become a subject matter expert (SME) in a role once they have undertaken the appropriate number of complex work experiences with the MTM network, on the skills as listed on each line within the SoC for the role. They will be the “go to person” as known by Industry in specific areas of signalling, have extensive knowledge and understanding of the rail operations, rolling stock, other areas of infrastructure related to the MTM network, have extensive knowledge of operating rules and procedures, relevant standards and procedures in use within MTM network. Once they have these skills and knowledge the RSW is able to apply for the role within Pegasus, for consideration by MTM, and if successful will have the role endorsed within Pegasus. . For more information contact your assessor, and also refer to document **L1-CHE-MAN-003(3) Signals Rail Safety Worker Competence** and further information available on the MTM website <http://www.metrotrains.com.au/academy/>

Q24. What is a principle signal engineer?

A24. A principle signal engineer in the Metro competency management system in the roles of either design or testing is a RSW whom is typically responsible for interpreting and complying with Standards, Book of Rules and Operating Procedures and Operational Requirements, train control systems and capable of producing and final sign-off on signalling principles with a proficiency of level 3, in the required design activity. The RSW will have an in-depth knowledge of all systems that interface to signalling such as, rolling stock, power, communications, and track and civil, etc. And understand systems approach to signalling principles activities. This RSW would typically be the signal industry eminent person, with over ten years of senior responsible roles and activities, and hold formal qualifications from a university and be the well-known go to expert within the MTM network. .

Note that often the Company name of the role you are performing does not always align with the work “role” you are undertaking as defined within the Metro CMS.

For more information contact your assessor, and also refer to document L1-CHE-MAN-003(3) Signals Rail Safety Worker Competence and further information available on the MTM website <http://www.metrotrains.com.au/academy/>

Q25. What happens if my RIW role application is “returned”?

A25. Returned status means you have provided incorrect or incomplete information. In this instance, instructions will be provided on how to resubmit the data with the required information.

Q26. What if my Onsite profile name/name on my RIW card is different to that on my certificate/qualification?

A26. If your name on the certificate/qualification (or any other documentation being used as evidence in Onsite) is different than that on your Onsite profile/RIW card, before it's uploaded to your profile in the RIW system, you must have your certificate/qualification OR statutory declaration signed by an ‘authorised witness’ to confirm you go by both names. Refer to website.

http://www.courts.dotag.wa.gov.au/files/Professions_witness_statutory_declarations.pdf?sm_au=iVVTTSMZQJ6s5snn to view the full list of authorised witnesses.

Q27. How long do my competencies last before they expire, and then what happens and how do I know that they are expiry or have expired?

A27. All roles that the Rail Safety Worker has been approved for expire after a period of four (4) years from the date captured within Rail Industry Worker. This includes Assessors and SMEs. Prior to the expiry of a role held by the Rail Safety Worker, an email alert is sent from Rail Industry Worker, either to the Company’s Competency Management System Administrator, or to the individual, to warn them of the pending expiry. The expiry date of a Rail Safety Worker role can also be viewed within the Rail Industry Worker system by the individual or the Company’s Competency Management System Administrator.

Q28. *If I have not had any formal training in a work activity, are there other ways I can be assessed against a role?*

A28. If the role you are wanting to undertake involves complex signalling equipment or systems and requires knowledge of proprietary information, such as Computer Based Interlocking (CBI) design, or Axle Counter System Design, then in a lot of cases, the only recognised training is provided by the System Distributor. It is also possible that competency could be demonstrated through on-the-job experience or an in-house training course developed by your company. This is described in detail within the document **L1-CHE-MAN-003(3) Signals Rail Safety Worker Competence**. If you require any further information, discuss this with your assessor or contact MTM directly via the following email address:
metroacademy@metrotrains.com.au

Q29. *If my statement of competency (SoC) has expired, can I ask for it to be extended for extra time period?*

A29. No, as there is adequate time for the RSW to undertake an assessment, or reassessment from the time a “warning of expiring competency” email is sent to the RSW from Pegasus. It is the RSW responsibility to ensure that they are aware of the expiry date of any competencies and to have them reassessed prior to the expiry date. A RSW shall not perform work activities without a current SoC for the role.

Q30. *Where do I find all the Metro signalling and CS&C statement of competencies (SoC) and also the matrix associated with these, as I have looked and cannot find them?*

A30. The statement of competencies can be found on the Metro Academy website at <http://www.metrotrains.com.au/academy/>

Note that the statement of competencies are held within the one excel workbook for each “role”. Design, Construct,

Q31. *I do not have a bachelor or a recognised education by Engineers Australia or any tertiary education obtained from a University, can I be assessed as an engineer for signalling competencies?*

A31. If you do not hold a bachelor degree or a qualification recognised by Engineers Australia as being a tertiary education and have that recognition, then generally you cannot be assessed as an “engineer”, and you will fall under the category of a “technologist”, which allows you to be assessed as a practitioner within the role, such as a “signal designer”, signal tester, signal maintainer, etc.

However should you be a member of the IRSE at a membership level of MIRSE, and also have 10 years’ experience, or have a current IRSE licence in the “role”, then it may be possible for you to be assessed in the signal engineer classification, within a role. For further details see the Metro Appendix One Signalling CS&C Roles Matrix. For all forms and information please go to the Metro Academy website at <http://www.metrotrains.com.au/academy/>

Q32. *I have obtained my engineering degree from Overseas, how can I find out if this is recognised and accepted within Australia and by Metro.*

A32. If you have obtained your engineering qualifications from Overseas, then they need to be assessed as being appropriate and equivalent to a qualification within Australia. This is only undertaken by Engineers Australia and you need to seek their advice and confirmation. Metro will then assess those qualifications as eligibility for assessment within an engineering role within the Metro competency management system. Refer to Engineers Australia website for further information. <https://www.engineersaustralia.org.au/>

Q33. *I am undertaking signal construction work in MTM areas, working within a work group or under supervision. Do I need a rail competency to do this signal work?*

A33. Yes, all rail safety workers undertaking work within MTM areas are required to hold a competency in the role and classification of the works being undertaken. This does not always align to what your role is called within your Company. Please refer to MTM Manual **L1-CHE-MAN-003(3) 'Signals Rail Safety Worker Competence'**, available on the MTM website (<http://www.metrotrains.com.au/academy>) for details. Read carefully the sections that describe the roles within the MTM competency system and define what role suits the type of work being undertaken. In this case it would be related to signal construction and as an apprentice whilst you are working with others and gaining training and work experience the most appropriate role would be Assistant Signal Constructor.

Q34. *I am a graduate, or trainee, or an apprentice undertaking signal construction work in MTM areas, working within a work group or under supervision. Do I need a rail competency to do this signal work?*

A34. Yes, all rail safety workers undertaking work within MTM areas are required to hold a competency in the role and classification of the works being undertaken. This does not always align to what your role is called within your Company. An apprentice would need to have a degree of training prior to undertaking any signalling related work. Please refer to MTM Manual L1-CHE-MAN-003(3) 'Signals Rail Safety Worker Competence', available on the MTM website (<http://www.metrotrains.com.au/academy>) for details.

Q35 *How do I know if the training course I am doing or want to do will allow me to get a level 1 in the Metro CMS?*

A35. It is recommended that the RSW enquire from the training provider for assurance that the course content, deliverables and course outcomes will provide certification acceptable to Metro to gain a level 1.(level 1 is basically acquiring knowledge of the skill, system, infrastructure equipment, to undertake the task). Note that all courses should have as a minimum; course structure, learning outcomes, some form of assessment at its If you require any further information, discuss this with your assessor or contact MTM directly via the following email address: metroacademy@metrotrains.com.au

Note that there are some skills that will require specialised training to gain sufficient knowledge and understanding to perform the task, such as computer based interlocking, train

control systems, axle counters, and similar that are highly complex, and often these are only available from the technology provider.

Q36 How long will it take to do my assessment and get a SoC?

A36. It is recommended that you discuss this with your assessor, as every RSW will be different in their CMS assessment requirements. This will make a difference in the time it takes to gather all the necessary evidence for your assessment. The updated Metro signals CMS has additional forms within it, such as the checklist for the “role”, training and education records, equivalence forms, that allow the RSW to undertake and compile all the required evidence necessary for an assessment, in the correct and required format themselves. The outcome of the assessment of all supplied evidence is a SoC with the agreed and accepted levels of competence for the RSW.

Q37 I am undertaking my re-assessment for a MTM signal competency in signal design and my previous SoC was for a signal senior design engineer/Signal principles design engineer. Can I still be re-assessed in that same role?

A37. Within the updated Metro signal CMS, the classifications of senior signal engineer/ signal principle engineer in both the roles of design and test were “split”. Meaning the previously combined classifications are no longer available within the updated CMS. This was to better define the RSW whom is a “principal” in their role. The separate classifications can now be applied for by the RSW. Please refer to MTM Manual **L1-CHE-MAN-003(3) ‘Signals Rail Safety Worker Competence’**, available on the MTM website (<http://www.metrotrains.com.au/academy>) for details, or discuss with your assessor.

Note that this only relates to the roles of signal design and signal testing.

Q38 If I have a general question to ask over signalling competencies and there is no one in my work place to ask, whom should I ask?

A38. If you require any information please refer to MTM Manual **L1-CHE-MAN-003(3) ‘Signals Rail Safety Worker Competence’**, available on the MTM website (<http://www.metrotrains.com.au/academy>) or for further details discuss with your assessor, or contact MTM directly via the following email address: metroacademy@metrotrains.com.au

Q39 If I have been and still doing signal design work as a signal designer on computer based interlockings, and I do this work at a practitioner level with Company xxx, in New Zealand and have been doing this for many years.

I do not have any formal or recognised training course in the xxx type interlocking. I was basically trained “on the job” by mentors and others in this area.

My question is- how can I then get that “on the job training” formally recognised?

As within the Metro CMS it requests that I need formal, structured and recognised training in these complicated, safety critical type rail signalling and communications systems ?

- A39. Where you have been undertaking work in non-Metro areas, for items of infrastructure or technology such as computer based interlocking's (CBI) , axle counters and similar complicated and very safety critical systems, then you can follow the alternative pathways for training, and have that "on the job training" recognised.

One pathway is to undertake a workplace assessment by a recognised training organisation (RTO), whom have the knowledge and accreditation to formally conduct a documented work place assessment on the RSW against the skill of interlocking design, etc. and then issue a statement of competency for that "skill".

This statement of competency or attainment as issued by a RTO will be recognised by Metro as being a suitable alternative to having completed a formal recognised training course in that skill or technology.

Another pathway is to contact the technology supplier and either undertake the recognised training course in the technology, or to request an assessment from that organisation in the skill or technology. Many companies have the ability and accreditation to undertake this work place assessment and then issue a certificate of competency or course certificate of completion or attainment.

If you require any further information please refer to MTM Manual **L1-CHE-MAN-003(3)** 'Signals Rail Safety Worker Competence', available on the MTM website (<http://www.metrotrains.com.au/academy>) or discuss with your assessor, or contact MTM directly via the following email address: metroacademy@metrotrains.com.au

Q40 Now that the Metro CMS has been released in February 2018, do I now have to be reassessed straight away and against the new system?

- A40. The revised Metro CMS was released in February 2018, and is to be used from that point onwards for RSW whom are either being reassessed because their current SoC has expired, or because they do not hold a Metro SoC for the role that they wish to undertake.

Note For the RSW whose SoC is current, and then there are no changes until their current SoC has expired. Any reassessment will then be required to be in accordance to the revised and current version of the Metro CMS.

Q41 I have heard that there is a registration system for engineers coming to Victoria, and wondering what effect this will have on the Metro CMS and myself ?

- A41. At this point in time it is only known that Transport for Victoria have appointed a Chief Engineer, and one of their tasks is to create a register of engineers in Victoria. Further information may be gained from either <https://transport.vic.gov.au/>, or <https://www.engineersaustralia.org.au/>, and can be discussed with your assessor, or contact MTM directly via the following email address: metroacademy@metrotrains.com.au

Q42 Does the new CMS capture “things like” CBTC ?

A42. The Metro CMS system is written to allow the capture of new technologies and the competencies required for a RSW undertaking those skills and tasks. Some Metro SoC have been updated as part of the revised Metro CMS and have captured specific technologies for signalling and train control systems that will be used in the Metro Tunnel Project, along with other projects and beyond and into the future.

Q43 Should the person signing my work experience, hold a statement of competence (SoC) and if so what in and at what Level?

A43 The supervisor or person responsible for signing the work experience records (WER) of a signalling and CS&C RSW should hold a current Metro SoC with a minimum of level 2, being a practitioner in the role and classification.

Q44 Does the Metro CMS manual for Project Engineering and Project Management have any relevance to signalling and CS& C competencies?

A44 The Metro CMS manual for both Project Engineering and Project Management holds no input to any signalling and CS&C competencies roles and classifications. For all roles and classifications associated with signalling and CS&C and related to project engineering and project management refer to MTM Manual **L1-CHE-MAN-003(3) ‘Signals Rail Safety Worker Competence’**, available on the MTM website (<http://www.metrotrains.com.au/academy>) or discuss with your assessor, or contact MTM directly via the following email address: metroacademy@metrotrains.com.au

Q45 I prepared my assessment and gave to my assessor in November 2017 and they still have not completed it for me, and now it is March 2018. Do I need to comply to the new Metro signal forms and checklist?

A45 The Metro signals and CS&C was updated in 2018 and went “live” on February 1st 2018, and all new assessments or re-assessments must use the new version of the Metro CMS and all associated forms and processes. Refer to MTM Manual **L1-CHE-MAN-003(3) ‘Signals Rail Safety Worker Competence’**, available on the MTM website (<http://www.metrotrains.com.au/academy>) or discuss with your assessor, or contact MTM directly via the following email address: metroacademy@metrotrains.com.au

Q46 Can I use my IRSE log book as my work experience records?

A46 The IRSE log book for rail signalling and systems engineers is a acceptable form of capture of work experience, as long as all areas of the IRSE log book have been completed in full, signed by an appropriate and competent person, dated and with full details of the work undertaken, what infrastructure worked upon, level of complexity, etc.

Refer to MTM Manual **L1-CHE-MAN-003(3) 'Signals Rail Safety Worker Competence'**, available on the MTM website (<http://www.metrotrains.com.au/academy>) or discuss with your assessor, or contact MTM directly via the following email address: metroacademy@metrotrains.com.au

Q47 *If I was an SME in the previous version of the Metro CMS for signalling CS&C, then am I still a SME?*

A47 If you were a SME within the previous version of the Metro CMS (prior to updated version from 01/02/2018) and your SoC is still current and valid for RSW use, then you retain that role, until your current SoC expires.

At that point, in time all your competencies and roles will expire. To retain your competencies and your roles such as SME, then a reassessment must be undertaken by the RSW. Note that this in no way stops a RSW from applying for a role as a SME, or other roles within the updated Metro CMS.

RSW are encouraged to formally apply for the roles of SME should they be seen as the 'experts' in their respective roles. Once approved as a SME, Metro will issue the RSW with a Metro letter of authorisation for the role, and within the classification. Such as SME signal design, SME signal construct, SME signal maintenance, SME signal Test, SME signal project manager.

Note that the SME roles expires at the same time that the SoC for the role expires. (maximum period is 4 years)