

Australian Standard™

**Railway safety management**

**Part 1: General requirements**



This Australian Standard was prepared by Committee ME-079, Railway Safety. It was approved on behalf of the Council of Standards Australia on 8 December 2005. This Standard was published on 5 January 2006.

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The following are represented on Committee ME-079:

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Australasian Railway Association  
Australian Chamber of Commerce and Industry  
Australian Transport Safety Bureau  
Commonwealth Department of Transport and Regional Services  
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**Part 1: General requirements**

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## PREFACE

This Standard was prepared by the Standards Australia Committee ME-079, Railway Safety and supersedes AS 4292.1—1995, *Railway safety management*, Part 1: *General and interstate requirements*.

It is one of a series of Standards as follows:

AS

4292	Railway safety management
4292.1	Part 1: General requirements (this Standard)
4292.2	Part 2: Track, civil and electrical infrastructure
4292.3	Part 3: Rolling stock
4292.4	Part 4: Signalling and telecommunications systems and equipment
4292.5	Part 5: Operational systems
4292.7	Part 7: Railway safety investigation

The previous edition of this Standard was prepared to meet a need for a set of railway safety requirements for incorporation into the management systems of railway organizations primarily involved with what was previously known as the defined Interstate Railway Network. In that role it served successfully for a number of years as a foundation for the co-regulation of the railway industry. It has been now brought up to date to reflect the changed structure and composition of the industry and to emphasize that it now applies to the entire industry subject to regulation under rail safety legislation.

As far as practicable the general shape and framework of the previous edition have been retained to obviate the need for extensive changes to regulatory and other documents which either reference the Standard or are otherwise closely aligned with it. The following important changes and upgrades have however been incorporated:

- (a) There is a greater emphasis on the development of safety management systems appropriate to the size and nature of the railway or related activity, including the involvement of workers.
- (b) Risk management is to be more closely based on AS/NZS 4360, *Risk management*.
- (c) Requirements have been introduced for change management and more closely defined for contract management.
- (d) Direct reference to the ISO 9000 quality system has been removed but the underlying principles have been retained.
- (e) The following additional matters have been either freshly introduced or have been significantly upgraded:
  - (i) Personnel issues such as competency, health and fitness.
  - (ii) Human factors and fatigue management.
  - (iii) OHS issues that significantly impact on railway safety.
- (f) Security is now included as a railway safety issue to be dealt with in this Standard.
- (g) The text has been edited to ensure a clearer distinction between normative requirements and guidance material, to facilitate its use for regulatory purposes.

It is further noted that AS 4292.6, *Railway interface with other infrastructure*, has been withdrawn and relevant material incorporated into this Standard.

The terms 'normative' and 'informative' have been used in this Standard to define the application of the appendix to which they apply. A 'normative' appendix is an integral part of a Standard, whereas an 'informative' appendix is only for information and guidance.

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## FOREWORD

This Standard has been prepared primarily with a view to achieving uniformity in the management of railway safety both as a general principle and with specific reference to the accreditation of railway industry participants.

Railway safety management requires a risk management system, which aims to ensure that railways develop and maintain appropriate standards, procedures and rules to provide safe operational and engineering processes and systems. This objective, in common with all responsible industry, is to manage to a level as low as is reasonably practicable, the risk of injury to people or damage to property.

This approach recognizes that, while there is an ideal level of safety, the practical costs of attaining this ideal might far outweigh the benefits, and limit the viability of railway operations. It is also well understood that an operator protects its commercial and community interests by running a safe railway.

Railway safety has a relationship with workplace health and safety. Occupational health and safety (OHS) is governed by specific legislation and is therefore not the primary objective of this Standard. However, as it would be a consequence of preparing, implementing and maintaining a railway safety management system in accordance with this Standard, its importance is recognized within the safety principles of the Standard.

This Standard also includes common interface requirements for track managers and operators. The philosophy adopted in identifying these requirements has been that whenever this interface occurs, observance of all of the generally applicable requirements of this Standard by each party will ensure safe interfacing for the greater part. It is only in those relatively few areas where, despite the above, a mismatch of critical practices or dimensioned requirements could still occur, that common essential requirements have been identified and specified.

STANDARDS AUSTRALIA

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**Australian Standard**  
**Railway safety management**

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Part 1: General requirements

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SECTION 1 SCOPE AND GENERAL

### 1.1 SCOPE

This Standard specifies railway safety requirements including accountabilities to be included in a railway safety management system by any organization or other railway industry participant demonstrating its ability to work safely and which is committed to achieving continuous improvement to the organization's safety performance. It is applicable where achievement of the safety requirements is to be by either adherence to established designs, specifications or operating and maintenance procedures in particular subject areas, or by demonstration of adequate capabilities in those areas by other means.

The Standard applies to railways as defined in Clause 1.5.13 and includes mainline systems, isolated systems, heritage systems, in each case either government, commercial, private or not-for-profit.

Occupational health and safety issues are not the prime objective of this Standard, but are acknowledged in that the primary aspects common to both railway safety and OHS are dealt with.

### 1.2 OBJECTIVE

The objective of this Standard is to provide the railway industry with a set of railway safety management system requirements which may be integrated into a management system and which adequately control risk by adherence to the safety principles set out in Clause 1.6.

### 1.3 APPLICATION

This Standard is intended to stand alone as a set of requirements for a railway safety management system. Other parts of the AS 4292 series may be used as a means of demonstrating compliance with particular requirements, but they may not necessarily be the only means, see Clause 1.7.

The application in an appropriate manner of relevant clauses in this Standard, can lead to the development of a robust safety management system tailored to the scope and complexity of the particular activity of the railway regardless of its size, and to the risks to be controlled.

### 1.4 REFERENCED DOCUMENTS

The following documents are referred to in this Standard:

AS	
1742	Manual of uniform traffic control devices
1742.7	Part 7: Railway crossings
4292	Railway safety management
4292.2	Part 2: Track, civil and electrical infrastructure