AS 7531:2015

Australian
STANDARD

Lighting and Visibility

RISSB
RAIL INDUSTRY SAFETY AND STANDARDS BOARD

Rolling Stock Standard

Lighting and Visibility

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This Australian Standard® AS 7531 Lighting and Visibility was prepared by a RISSB Development Group consisting of representatives from the following organisations:

- Evans & Peck
- Pacific National
- KiwiRail
- WeidMuller
- UGL Limited
- ASA
- ATHRA
- Toshiba
- Rio Tinto

The Standard was approved by the Development Group and the Rolling Stock Standing Committee in June, 2015 and subsequently by the Development Advisory Board (DAB) in June, 2015. On June 19, 2015 the RISSB Board approved the Standard for release.

This standard was issued for public consultation and was independently validated before being approved.

Development of the standard was undertaken in accordance with RISSB’s accredited process, which includes an independent validation. As part of the approval process, the Standing Committee verified that proper process was followed in developing the standard.

RISSB wishes to acknowledge the positive contribution of subject matter experts in the development of this standard. Their efforts ranged from membership of the Development Group through to individuals providing comment on a draft of the standard during the open review.

I commend this standard to the Australasian Rail Industry as it represents industry good practice and has been developed through a rigorous process.

Kevin Taylor  
Chief Executive Officer  
Rail Industry Safety and Standards Board

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# Document Control

## Identification

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## Document History

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## Approval

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1 Introduction

1.1 Purpose
This document is to provide requirements for lighting and rolling stock visibility.
While this standard was developed for AS Document compliance, the process can be used for compliance with any standards.

1.2 Scope
This document applies to new and existing Locomotive, Freight, Passenger and Infrastructure Maintenance Rolling Stock.
This document is applicable for rolling stock operating up to 160 km/h nominal maximum speed.
The document covers the design, construction and maintenance of rolling stock.
Operation of rolling stock is not covered.¹
Rolling stock used on light rail, cane railway and monorail networks are not covered.²
Tourist and heritage rolling stock is required to comply with this standard wherever it operates on mainline railway infrastructure, or where there is an interface with vehicles or pedestrians.
Where it is not reasonably practicable for tourist and heritage rolling stock to comply with a requirement of this standard then alternative means of controlling the risks needs to be applied.
For avoidance of doubt, risks to safety need to be eliminated so far as is reasonably practicable in accordance with the Rail Safety National Law.

1.3 Compliance
There are two types of control contained within RISSB Standards:
(a) mandatory requirements
(b) recommended requirements
Each of these types of control address hazards that are deemed to require controls on the basis of existing Australian and international Codes of Practice and Standards.
A mandatory requirement is a requirement that the standard provides as the only way of treating the hazard.
Mandatory requirements are identified within the text by the term shall.
A recommended requirement is one where the standard recognises that there are limitations to
the universal application of the requirement and that there may be circumstances where the
control cannot be applied or that other controls may be appropriate or satisfactory, subject to agreement with the Rolling Stock Operator, Rail Infrastructure Manager and/or Rail Safety Regulator.
Recommended requirements are to be considered when compliance with the standards is being assessed.
Recommended requirements are identified within the text by the term should.
Hazards addressed by this standard are included in an appendix. Refer to the RISSB website for the latest Hazard Register Guideline: www.rissb.com.au

¹ Operation of rolling stock is covered in the Operations section of the Code.
² Currently excluded.