

## RISSB product for prioritisation

Primary information			
Type of product being suggested:		<i>Standard</i>	
Title of product being suggested:		<i>Rolling Stock Diesel Fuel Tanks</i>	
Date of suggestion:		<i>28 February 2018</i>	
Reason for suggestion:		<i>There is no standard for rolling stock diesel fuel tanks to inform risks management associated with diesel fuel containment during operation, fuelling and /or event of an accident. Suggestion is to develop a new standard on the design requirements for diesel fuel tanks including structural integrity, crashworthiness performance, fireworthiness performance, and associated subsystems.</i>	
Railway discipline area:		<i>Rolling Stock</i>	
Scope:			
<ul style="list-style-type: none"> <li><i>Identification of the risks to be addressed by the standard</i></li> <li><i>Review current international and national in practices in design, operations, refuelling, and maintenance of diesel fuel tanks</i></li> <li><i>Review national and international standards requirements related to diesel fuel tanks design and performance such as structural integrity, crashworthiness performance, fire performance, etc.</i></li> <li><i>Review the incidents and accidents nationally and internationally – lessons learned and recommendations</i></li> <li><i>Gap analysis of the above and needs for appropriate risk coverage – identify additional requirements to cover the risk at SFAIRP level</i></li> </ul>			
Objective:			
<i>The standard should provide appropriate requirements to address the identified risks at SFAIRP level for the design of diesel fuel tanks on rolling stock that will operate on the Australian heavy rail network to minimise the risk of harm to rolling stock occupants, the environment, and surrounds in the event of an incident.</i>			
Hazard identification:			
1	<i>Harm to persons by fire</i>	6	<i>Harm to rolling stock by spill</i>
2	<i>Harm to persons by a spill</i>	7	<i>Harm to rolling stock by detachment</i>
3	<i>Harm to environment by fire</i>	8	<i>Harm to people by detachment</i>
4	<i>Harm to environment by spill</i>	9	<i>Harm to people by rapture</i>
5	<i>Harm to rolling stock assets by fire</i>	10	<i>Harm to rolling stock by rapture</i>
Benefits:			
<u>Safety</u>			
<i>The following are main safety benefits:</i>			
<ul style="list-style-type: none"> <li><i>reduced risk of a large quantity of fuel to be released into the environment in case of an accident</i></li> <li><i>minimise a risk of spills during the refuelling of rolling stock</i></li> <li><i>advancement of the health, safety and wellbeing of the industry and community</i></li> <li><i>reduce safety risk of diesel fuel ignition/fire so far as is reasonably practicable.</i></li> </ul>			
<u>Interoperability<sup>i</sup> / harmonisation<sup>ii</sup></u>			
<i>The standard could support interoperability / harmonisation by the provision of standard baseline requirements for rolling stock diesel fuel tanks. It is for the standard/COP as RISSB product to be adopted for national application. TfNSW would adopt such a standard.</i>			

<u>Financial</u>
<i>(Describe how the product would increase efficiency/productivity/affordability. How it would drive out cost. What would it cost to implement the product – change systems/training etc. How it might support innovation, trade, and economic benefits, or increase competitiveness Where possible be quantitative.)</i>
<u>Environmental</u>
<i>By appropriate coverage of the risks identified this standard should contribute to protection of the natural environment.</i>
<b>Impacts:</b>
<i>No major impact has been identified for the development of this standard.</i>

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i Interoperability - the ability of a process, system or a product to work with other process, systems or products (aka compatible systems through managed interfaces).

ii Harmonisation - the act of bringing into agreement so as to work effectively together (aka uniformity of systems).