



Lineside Signals, Indicators and Signal Signage



Train Control Systems Standard



This Australian Standard® AS 7721 Lineside Signals, Indicators and Signal Signage was prepared by a RISSB Development Group consisting of representatives from the following organisations:

Queensland Rail

Brookfield Rail

V/Line

UGL Limited

The Standard was approved by the Development Group and the Train Control Systems Standing Committee in June, 2016. On June 30, 2016 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. 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.



Paul Daly
Chief Executive Officer
Rail Industry Safety and Standards Board

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Document Control

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1 Introduction

1.1 Purpose

The purpose of this standard is to seek to achieve a common level of safety and performance across all operators, encourage good practice in human factors issues and achieve economies of scale by encouraging a reduction in the differences between the signalling equipment and materials used in the various rail networks in Australia.

The aim of the standard is to achieve a more uniform operating environment and greater commonality of signalling equipment used.

1.2 Scope

This document applies to new and modified lineside signals, indicators and signal signage.

The document covers materials, design, construction, testing, commissioning and maintenance of lineside signals, indicators and signal signage.

Temporary signage (e.g. for speed restrictions) are not covered by this standard.

Interfacing systems such as cab signalling, train protection, and electric traction infrastructure are not covered by this standard unless specifically related to lineside signals.

1.3 Application

This standard shall be applied to all Australian rail networks and operators.

It shall also take into consideration future or proposed signalling systems.

This standard does not prescribe solutions but rather defines the requirements for lineside signals, indicators and signal signage.

This standard is not retrospective and is only applicable from date of issue.

1.4 Justification

Justification of this standard has been undertaken throughout the development process by.

- (a) identification of the hazards addressed by this standard;
- (b) correlation between the hazards addressed and recognised industry occurrences and issues;
- (c) prioritisation based on the recognised industry occurrences and issues.

Justification of this standard has been undertaken based on the safety, social and commercial benefits from the implementation of this standard.

Hazards addressed by this standard are identified from the RISSB Hazard Register Guideline and linked to two types of controls explained in Section 1.5.

The hazards and controls should be used as a guide when undertaking risk assessments, prior to the introduction of the standard into an organisation.

1.5 Compliance

There are two types of control contained within RISSB Standards:

- (a) mandatory requirements
- (b) recommended requirements