

# Rolling Stock Safety Assessment Guideline



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## Document Control

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## 1 Introduction

### 1.1 General

The Rail Safety National Law sets a duty on Australian rolling stock operators, associated industry participants (designers, suppliers, etc.) and those who certify and register (owners, rail infrastructure managers, etc.) rolling stock to ensure the rolling stock safety so far as is reasonably practicable (SFAIRP). SFAIRP is further explained by Office of the National Rail Safety Regulator (ONRSR) in the guideline – meaning of duty to ensure safety so far as is reasonably practicable – SFAIRP.

The Work Health Safety Act (WHS) also places similar duties upon persons conducting a business or undertaking.

As a result, safety has to be looked at more in the entire, integrated lifecycle of rolling stock.

The guideline is to outline major safety assessment aspects to be considered by participants in rolling stock lifecycle and to lead rolling stock providers towards achieving a SFAIRP solution.

### 1.2 Purpose

This document sets guidance for:

- a) providing rolling stock safety assessment awareness in rolling stock lifecycle,
- b) preparing and undertaking a safety assessment and safety assurance case toward regulatory compliance,
- c) addressing stakeholder responsibilities for safety in the rolling stock lifecycle.

This document is an aid to rail industry describing common practice for the safety assessment of rolling stock and approvals.

## 2 Scope

This guideline applies to new, modified, repaired and overhauled rolling stock being assessed for use on all Australian railways and covers the complete rolling stock lifecycle

The guideline does not include the daily management of workplace safety, which is covered by WHS standards. Rolling stock operators must perform any assurance activity identified to ensure the duty of care is accomplished.

Repair in this guideline is limited to only unusual repairs which are not considered in the rolling stock maintenance cycle.

### 2.1 Compliance

There are only recommendations in this guideline.

This guideline may not be, in and of itself, sufficient to make any claim that safety is managed so far as is reasonably practicable, as described in applicable rail safety legislation.