Safety critical operational information

Code of Practice

This Rail Industry Safety and Standards Board (RISSB) product has been developed using input from rail experts from across the Rail Industry. RISSB wishes to acknowledge the positive contribution of all subject matter experts and development group representatives who participated in the development of this product.

The RISSB Development Group for this Code of Practice consisted of representatives from the general public and the   following organisations:

ARC Infrastructure	RBTU	Abbott Risk Consulting
ARTC	Aurizon	Dakar Risk Management
NSW TrainLink	PTA WA	ATHRA
Transport for NSW	Queensland Rail	Ergonomie

Development of this Code of Practice was undertaken in accordance with RISSB's accredited processes. It was approved by the Development Group, endorsed by the Standing Committee, and approved for publication by the RISSB Board.

I commend this Code of Practice to the Australasian rail industry as it represents industry good practice and has been developed through a rigorous process.

Damien White
Chief Executive Officer
Rail Industry Safety and Standards Board

Notice to users

This RISSB product has been developed using input from rail experts from across the rail industry and represents good practice for the industry. The reliance upon or manner of use of this RISSB product is the sole responsibility of the user who is to assess whether it meets their organisation's operational environment and risk profile.

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RISSB welcomes suggestions for improvements and asks readers to notify us immediately of any apparent inaccuracies or ambiguities, please contact us via email at info@rissb.com.au or write to Rail Industry Safety and Standards Board, PO Box 518, Spring Hill, QLD 4004, Australia.

RISSB product can be found at: http://www.rissb.com.au/products/.

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Contents

Appendix Contents

Introduction

1.1   Preface

Safety critical operational information (SCOI) is information that, if not well constructed, delivered, received, understood correctly, and acted on in a timely manner could result in death, serious injury or significant damage to property, infrastructure, or the environment.

This Code specifically addresses operational information that is provided to rail safety workers (RSW), in particular train crew, track workers, protection officers, network control officers and other operational personnel. Other workers such as supervisors, planners, etc., may also use this information, however in this context it is information that is primarily required by workers in operational roles.

This Code covers documented safety critical operational information (the content and context of the information) and is largely focused on the collection, collation, and dissemination of SCOI. Verbal transmission of SCOI is covered in the RISSB Safety critical communication Code of Practice.

Safety critical operational information (SCOI) can include, but is not limited to:

a)   train operation notices and waivers;

b)   track and route condition notices;

c)   temporary speed restriction notices;

d)   weather alerts;

e)   network rule amendments.

1.2   Purpose

This Code of Practice (CoP) provides principles and practices for the definition, development, collection, and dissemination of safety critical information to operational personnel on the Australian railway network, including all heavy and light rail operations.

1.3   Scope

The scope includes the following aspects of SCOI:

a)   Definition of SCOI, assessment and classification.

b)   Standardization of format and style.

c)   Collection and collation.

d)   Dissemination, including:

    i.   audience;

    ii.   timeliness;

    iii.   push vs pull;

    iv.   vehicles of transmission (hard copy, digital platforms and applications, etc).

e)   Assurance.

f)   Security.

g)   Records management.