RISSB

RAIL INDUSTRY SAFETY AND STANDARDS BOARD

Safe operation of restricted access vehicles across level crossings

Guideline

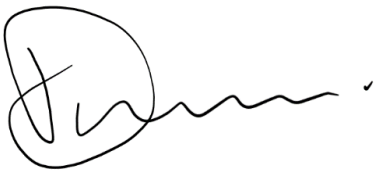
This Rail Industry Safety and Standards Board (RISSB) product has been developed using input from rail experts from across the Rail Industry. RISSB wishes to acknowledge the positive contribution of all subject matter experts and DG representatives who participated in the development of this product.

The RISSB Development Group for this Guideline consisted of representatives from the following organisations:

ARTC, BHP, DIT SA, DoT VIC, Downer, Freight Victoria DTP, Mainroads WA, Martinus, Metro Trains Melbourne, Oztralia Technology Pty. Ltd., PTA WA, Rio Tinto, TfNSW, VLine.

Development of this Guideline 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 guideline to the Australasian rail industry as it represents industry good practice and has been developed through a rigorous process.



Damien White
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Document control

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Safe operation of restricted access vehicles across level crossings	1.0	2023

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Publication version	Date	Reason for and extent of changes
1.0	16 January 2024	New publication

Approval

Name	Date
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This Guideline was prepared by the Rail Industry Safety and Standards Board (RISSB) Development Group Safe operation of restricted access vehicles across level crossings Membership of this Development Group consisted of representatives from the organisations listed on the inside cover of this document.

Objective

This document guides rail infrastructure managers (RIMs), road managers and other key stakeholders on good practice management of safety risks associated with the movement of Restricted Access Vehicles (RAVs) across rail level crossings (LX).

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1 Scope and general

1.1 Purpose

This guideline aims to provide a consistent approach to managing risks at level crossings (LXs) associated with the movement of restricted access vehicles (RAVs) across LXs. These risks have an impact on both rail and road safety.

1.2 Context

AS 1742.7:2016 Manual of uniform traffic control devices, Part 7 Railway Crossings specifies traffic control devices to control and warn traffic at and in advance of railway crossings at grade. It specifies how these devices are used to achieve the level of traffic control required for the safety of rail traffic and standard road vehicles traversing the LX.

1.3 Scope

This guideline provides information to assist in managing risks for the movement of RAVs, as defined by the National Heavy Vehicle Regulator (NHVR), across LXs.

This guideline provides information on the following:

- Key considerations in identifying, assessing, and mitigating risk, considering the uniqueness of each LX and RAV type or combination.
- Industry good practice of, and a common approach to, risk identification, assessment, and control of RAVs.
- Key system requirements and processes necessary for the current and future management of the risk.
- Consultation, communication and effective interface[1] management.
- Input to assist in developing and the implementation of interface agreements.
- Key challenges and providing educational information, including consistent descriptors, terminology and clarifying RAV types and comparable vehicle performance for key stakeholders, including RIMs and Road Managers.
- The stakeholders' obligations under the applicable requirements of the Rail Safety National Law Act 2012 (RSNL) and Heavy Vehicle National Law Act 2012 (HVNL).
- Existing and new road networks authorised for RAV operational movements, including jurisdictions under the (HVNL) consent process and those independent states with vehicle access permit processes outside the HVNL.

This guideline does not cover any information in AS 1742.7 that applies to standard road vehicles or vehicle types permitted unrestricted access under applicable traffic regulations.

[1] Where a railway intersects a road, this is considered an interface, and as such, the safety risks must be managed.