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AUSTRALIAN RAIL INDUSTRY
STANDARDS ORGANISATION

AS 7645

Rail Corridor Management

STANDARDS

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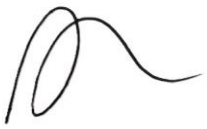
Development of this Standard was prepared by an Australian Rail Industry Standards Organisation (ARISO) Development Group consisting of representatives from the following organisations:

ARTC, V/Line Corporation, VicTrack Access, TfNSW, Aurizon, and ATHRA.

The Infrastructure Standing Committee verified that ARISO's accredited process was followed in developing the product, before the ARISO Board approved the document for publication.

ARISO 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 comments 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.



Alan Fedda
Chief Executive Officer
Australian Rail Industry Standards Organisation

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Document details

First published as: AS 7645:2014

ISBN: 978 1 76175 502 6

Document history

Publication Version	Effective Date	Reason for and Extent of Change(s)
2025	24 December 2025	This document has been reviewed to ensure it remains relevant and applicable. The latest review assessed the content, confirming that while updates were made to align with current industry practices, technologies, and regulatory requirements, the original authorship and copyright have been acknowledged as required.

Approval

Name	Date
Australian Rail Industry Standards Organisation	27 November 2025

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Preface

This document was prepared by the Rail Corridor Management Development Group, overseen by the ARISO Infrastructure Standing Committee.

Objective

The document specifies the requirements for fire prevention and control, and vegetation hazard management within the rail corridor to be undertaken by the Rail Infrastructure Managers (RIM).

The fire prevention and control requirements include:

(a) undertaking a suitable and sufficient assessment of the risks;

(b) carrying out proactive management of risks to prevent the occurrence of fire within the rail corridor;

(c) having in place appropriate equipment for the suppression of minor ignitions;

(d) fire suppression training and basic awareness

(e) undertaking the reactive management of incidents in coordination with the emergency services; and

(f) implementing a risk management approach based on AS 31000 or other suitable standard(s).

The management of vegetation hazards section within this document specifies that risks to the infrastructure (such as obscuring sight lines for signals, signage, level crossings) are assessed and appropriate control measures implemented. This ensures that the risks to railway operations and activities are reduced so far as is reasonably practicable (SFAIRP).

These requirements aim to control the impacts of vegetation hazards on safety risks, rail operations and assets, including damage to electrification systems, damage to train control and communication systems, trespass and illegal clearance. The document provides risk based strategies for RIMs to manage hazards presented by noxious weeds, pests and pathogens, in order to limit their spread within the rail corridor and to surrounding areas.

RIMs have a legal requirement to adopt protections for biodiversity within the rail corridor. This document provides guidance for RIMs to undergo environmental assessments, and to seek approvals and/or permits for activities impacting biodiversity.

Compliance

There are four types of provisions contained within Australian Standards developed by ARISO:

(g) Requirements.

(h) Recommendations.

(i) Permissions.

(j) Constraints.

Requirements – it is mandatory to follow all requirements to claim full compliance with the Standard. Requirements are identified within the text by the term ‘shall’.

Recommendations – do not mention or exclude other possibilities but do offer the one that is preferred. Recommendations are identified within the text by the term ‘should’.

Recommendations recognize that there could be limitations to the universal application of the control, i.e. the identified control is not able to be applied or other controls are more appropriate or better.

For compliance purposes, where a recommended control is not applied as written in the standard it could be incumbent on the adopter of the standard to demonstrate their actual method of controlling the risk as part of their WHS or Rail Safety National Law obligations. Similarly, it could also be incumbent on an adopter of the standard to demonstrate their method of controlling the risk to contracting entities or interfacing organisations where the risk may be shared.

Permissions – conveys consent by providing an allowable option. Permissions are identified within the text by the term 'may'.

Constraints – provided by an external source such as legislation. Constraints are identified within the text by the term 'must'.

ARISO Standards address known hazards within the railway industry. Hazards, and clauses within this Standard that address those hazards, are listed in Appendix A.

Appendices in ARISO Standards may be designated either "normative" or "informative". A "normative" appendix is an integral part of a Standard and compliance with it is a requirement, whereas an "informative" appendix is only for information and guidance.

Commentary

Commentary *C Preface*

This Standard includes a commentary on some of the clauses. The commentary directly follows the relevant clause, is designated by 'C' preceding the clause number and is printed in italics in a box. The commentary is for information and guidance and does not form part of the Standard.

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Section 1 Scope and general

1.1 Scope

This document applies to rail networks classified in AS 7630, *Railway Infrastructure - Track Classification*.

This document is not specifically intended to cover urban on-street tramway or light rail networks, cane railways, or heritage railways operating on private reservation, but items from this document may be applied to such systems as deemed appropriate by the relevant RIM.

This document includes requirements for:

(a) fire prevention and control;

(b) vegetation management;

(c) the control of noxious weeds, pests and pathogens; and

(d) biodiversity management within the rail corridor.

1.2 Normative references

The following documents are referred to in the text in such a way that *some* or all of their content constitutes requirements of this document:

- AS 4373, *Pruning of Amenity Trees*
- AS 7630, *Railway Infrastructure – Track Classification*
- AS/NZS ISO 31000, *Risk Management – Principles and Guidelines*
- ISO 14001, *Environmental Management*
- Environment Protection and Biodiversity Conservation (EPBC) Act, 1999

RIMs must comply with relevant federal and state legislative requirements regarding fire prevention and vegetation hazard management.

NOTE:

Documents for informative purposes are listed in a Bibliography at the back of the Document.

1.3 Defined terms and abbreviations

For the purposes of this document, the following terms and definitions apply:

1.3.1
biodiversity site
flora and fauna reserve
physical area of land or water containing biological assets with attributes, such as the presence of rare or threatened flora, fauna or habitat required for their survival or threatened vegetation communities

1.3.2
biodiversity management
active process of protecting and restoring life on Earth at all levels, from genes and species to ecosystems, to maintain healthy ecosystems and the benefits that they provide to humans

1.3.3
contractor
individual or organisation engaged under contract by the RIM or RTO to perform services that require access to the rail corridor