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AUSTRALIAN RAIL INDUSTRY
STANDARDS ORGANISATION

AS 7711

Signalling Principles

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:

Arc Infrastructure, JMD Railtech Pty Ltd, Transport for NSW, Arcadis, Department of Transport and Planning, Hayes Railway Signalling Pty Ltd, Sydney Trains, SKV Group, Hitachi Rail STS Australia, Advance System Integrators, Downer, and Aurizon.

The Train Control Systems 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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2026	19 February 2026	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 Board	19 February 2026

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Preface

This standard was prepared by the Signalling Principles Development Group, overseen by the ARISO Train Control Systems Standing Committee.

This latest revision introduces several key updates, including alignment with the IRSE's fundamental requirements for train control systems to ensure greater consistency with industry expectations. The principles have been refreshed to remain technology agnostic, reducing the risk of the document becoming outdated as systems evolve. Terminology has been updated to reflect current common practice, improving clarity and reducing ambiguity. In addition, redundant content related to enforcement systems has been removed to streamline the document.

Objective

The objective of this Standard is to provide the rail industry with a set of signalling principles that will ensure the safe and efficient operation of a railway.

Compliance

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

- (a) Requirements.
- (b) Recommendations.
- (c) Permissions.
- (d) 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.

AS 7711 PREVIEW ONLY

Table of Contents

Section 1	Scope and general	9
1.1	Scope	9
1.2	Normative references	9
1.3	Defined terms and abbreviations.....	10
Section 2	Signalling principles	12
2.1	Overview	12
2.2	Fundamental requirements for train control systems.....	12
Section 3	Movement authorities	13
3.1	Division of lines into blocks.....	13
3.2	Movement authorities	13
3.3	Communication of movement authorities to the network control officer.....	13
3.4	Limits of movement authority	14
3.5	Locations where limits of movement authority should be avoided	15
3.6	Warning before limit of movement authority	15
3.7	Creation and issue of a movement authority	16
3.8	Modification or withdrawal of movement authorities by a network control officer	17
3.9	Replacement of signal indications by passage of rail traffic	18
3.10	Permissive signals.....	19
3.11	Block sections with multiple blocks	19
3.12	Blocks at interface boundaries.....	20
Section 4	Preventing rail traffic from colliding with other rail traffic	21
4.1	Identification of position of points and other movable infrastructure.....	21
4.2	Rail traffic foul of the block.....	21
4.3	Shunting movement authorities – Conflicting movement authorities	22
4.4	Shunting movement authorities – Occupancies	22
4.5	Exceeding the movement authority.....	24
4.6	Foul track locking of points	25
4.7	Points protecting running lines	26
Section 5	Preventing rail traffic from derailing	27
5.1	Preventing rail traffic from passing over points or other movable infrastructure	27
5.2	Authorizing rail traffic to pass over points or other movable infrastructure.....	27
5.3	Communicating the permitted speed	28
5.4	Overspeed at points and other movable infrastructure	29
5.5	Derailment on plain track.....	29
5.6	Dead locking the points or other movable infrastructure	30
Section 6	Preventing collision at level crossings	31
6.1	Unique identification of level crossings	31
6.2	Road user stopping sight distance	31
6.3	Warning road users before lowering booms or closing gates	31

6.4	Speed of lowering booms or closing gates.....	32
6.5	Clearance time for road users.....	32
6.6	Excessive warning time.....	33
6.7	Maintenance of minimum warning time.....	34
6.8	Overrun protection for level crossings.....	35
6.9	Minimum crossing open time.....	35
6.10	Upstream traffic lights.....	36
6.11	Downstream traffic lights.....	37
Section 7	Preventing rail traffic from being incompatible with the infrastructure.....	38
7.1	Track and structure gauge.....	38
7.2	Traction supply.....	39
7.3	Other infrastructure.....	40
7.4	Safety of equipment and infrastructure.....	41
Section 8	Preventing rail traffic from colliding with rail safety workers or equipment in the rail corridor.....	43
8.1	Blocking facilities.....	43
8.2	Lockout facilities.....	45
Section 9	Communications.....	48
9.1	Failure of communications systems.....	48
Section 10	Signalling processes.....	49
10.1	Independence of task and check.....	49
10.2	No ambiguity.....	49
10.3	Null and wrong testing.....	50
10.4	Documented records and action plans.....	50
10.5	Trained and competent.....	51
10.6	Operating rules consistent with the signalling system.....	51
10.7	Operating rules provide for safe degraded mode operation.....	52
10.8	Interdisciplinary checks.....	53
Section 11	Safety in design.....	54
11.1	Reliability, availability and maintainability.....	54
11.2	Degraded mode facilities.....	54
11.3	Human factors.....	55
11.4	Failure of train detection.....	55
11.5	Failure of interlocking functions.....	56
11.6	Failure of points or other movable infrastructure.....	57
11.7	Failure of signals.....	57
11.8	Failure of level crossings.....	59
11.9	Current taking an unintended path.....	60
11.10	Transient conditions.....	61
11.11	Proving.....	63
11.12	Repeat functions.....	64

11.13	Interactions with other railway systems and equipment	65
11.14	Resilience to external influences	66
11.15	Maintenance	66
Section 12	Efficiency	68
12.1	Overview	68
12.2	One movement authority.....	68
12.3	Automatic signals	68
12.4	Route stacking/storage	69
12.5	Automatic route setting	69
12.6	Automatic route normalization.....	70
12.7	Opposing locking omitted	71
12.8	Pre-set of shunt signals	72
12.9	Oversetting.....	72
12.10	Storing a route.....	73
12.11	Fleeting.....	73
Section 13	Signalling lifecycle principles	74
13.1	Maintain signalling system against failures	74
13.2	Identify equipment performance variations during system life cycle	74
13.3	Ensure the signalling system is safe during each phase of the system life cycle.....	75
13.4	Maintain safety of signalling system for variations in other railway assets	76
13.5	Ensure safety of signalling system for variations in train operations	76
Appendix A	Hazard Register (Informative).....	78
Appendix B	Alignment with IRSE fundamental requirements for train control systems	
(Informative)	79
Appendix C	Overlaps (Normative).....	82
C.1	Overview	82
C.2	Overlap distance	82
C.3	Overlap distance calculation	83
C.4	Conditional overlaps	84
C.5	Route locking into or within an overlap.....	84
C.6	Point setting & locking within overlaps.....	85
C.7	Preferential setting of points in the overlap.....	86
C.8	Automatic setting of overlap by track circuit occupation.....	86
C.9	Overlap swinging.....	86
C.10	Overlap maintenance.....	87
Appendix D	Flanking (Informative).....	88
Appendix E	Enforcement Systems (Normative)	91
E.1	Introduction	91
E.2	Automatic warning systems	91
E.3	Train stop systems.....	92
E.4	Train protection and warning system	92

E.5	Automatic train protection	93
Bibliography (Informative)		94

Figures

Figure 1	Example of block, block section, and track section	11
Figure D.1	Flank point protection	88
Figure D.2	Flank track protection	88

AS 7711 PREVIEW ONLY

Section 1 Scope and general

1.1 Scope

This document specifies the principles for railway signalling systems. This document is applicable to railways covered by AS 7630. This document is not generally applicable to inclined railways, tramways and other railways to which Rail Safety National Law does not apply, however the principles within this document can be applied.

This document is applicable to all aspects of the signalling system. Signalling systems comprise of various systems (e.g., train control, wayside systems, train-borne systems, etc.) including the procedures and technology that form the system of safeworking (including degraded mode working).

This document is applicable to automatic train operations (ATO). Where a requirement relates to rail safety workers, the requirement equally applies to autonomous train systems.

This document is applicable to all systems of safeworking regardless of the train detection systems in use. This includes systems that use mechanical interlockings, whether they are released/locked by a signalling system or managed through the safeworking system.

This document is primarily designed for use with fixed block systems, where the block locations or track section boundaries are fixed either physically (e.g., signals) or virtually. Systems using moving block can apply similar principles to those described in this document, however they could require modification.

Digital train control systems such as European Train Control System (ETCS) are not specifically covered by this document. However, the principles contained within can be used for guidance when designing those systems.

This document does not address the processes and competences for the design, construction and implementation, commissioning, monitoring and maintenance, modification, or decommissioning and disposal of a signalling system.

Each principle within this document includes:

- (a) Rationale – identification of risks that are mitigated through adherence with the principles;
- (b) Requirements (if applicable) – specific requirements needed to comply with the principles; and
- (c) Guidance (if applicable) – recommendations and guidance to assist in meeting the principles.

1.2 Normative references

No documents are indispensable for the application of this Standard.

NOTE:

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