

ARiSO

AUSTRALIAN RAIL INDUSTRY
STANDARDS ORGANISATION

CoP Operating Road Rail Vehicles

CODE OF PRACTICE

Advancing safety and productivity

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

CTYCRTC, Transport for NSW, Metro Trains Melbourne, WSP Australia Pty Ltd, Australian Rail Track Corporation (ARTC), SCL UGL, CPB Contractors Pty Ltd, and Lindsay Holt.

The Rolling Stock 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 Code of Practice 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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Approval

Name	Date
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Preface

This Code of Practice was prepared by the Operating Road Rail Vehicles Development Group, overseen by the ARISO Rolling Stock Standing Committee.

Objective

The objectives of this Code of Practice (CoP) are as follows:

- Provide users with the necessary information and guidance on Road Rail Vehicles (RRVs) to develop their own procedures for ensuring their safe use.
- Enable the user to ensure suitable and sufficient training and competence for the operators of RRVs is identified and provided.
- Ensure that all RRVs including 3rd party machines are correctly engineered and maintained to a suitable standard.
- Ensure that all operators are at an acceptable standard of competence for activities on the Rail Infrastructure Managers track and for the required operations to be carried out.
- To highlight the key risk factors and possible risk control measures associated with the operation of RRVs.
- To assist in providing a clear standardized approach for all RRV operations across Australia and New Zealand.

Using this CoP will assist all owners and users to ensure and/or improve the overall management and operation of RRVs and minimize the potential for incidents.

Background

This CoP has been developed for all those who use or have responsibility for, either directly or through contracting arrangements, the operation of RRVs. It applies to all vehicle types in use in the Australasian Rail Industry.

RRVs are a ubiquitous part of the railways and are used in a wide variety of activities and tasks. Such use has seen several adverse incidents and instances of misuse throughout the industry.

This CoP provides all users with relevant information and guidance on RRVs and their management. This aids the development and establishment of systems and procedures to ensure the safe and effective operation of RRVs.

Attendant to this, there is information and advice on the necessary training, competence requirements and familiarisation aspects necessary for the safe use and effective operation of these vehicles.

The use of third party RRVs supplied under dry/wet hire or under sub-contract conditions is an area that presents concerns for users. The principal concerns are in relation to the competency of operators, machine familiarisation, effectiveness of maintenance regimes, poor safety culture and the general standard of machine management processes for their safe operation on the track.

This CoP also provides some basic tools, such as example forms, to assist in the establishment of baseline processes that can be utilized in the user's own operations and/or be applied to other parties to enable an acceptable minimum standard and ensure consistency.

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PREVIEW ONLY

Section 1 Scope and general

1.1 Scope

This document covers the operation of road rail vehicles (RRV) for rail operations only. Road operations are required by law to comply with Australian Design Rules, National Heavy Vehicle Regulations and all relevant road rules. Operation of plant and equipment is covered by Work Health and Safety legislation.

This document does not generally apply to the work health and safety (WHS) aspects of the operation of the RRV host vehicle, although there are some circumstances where the interface between WHS and rail safety requires acknowledgement and clarity. In general, it only applies to the operation, use and maintenance of the rail wheel guidance system when being utilized on rail.

This document also does not apply to operations of RRVs when not on the railway track.

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 1418.10, *Cranes, hoists and winches – Part 10: Mobile elevating work platforms*
- AS 1906.1, *Retroreflective materials and devices for road traffic control purposes*
- AS 2550.10 *Cranes, hoists and winches – safe use, Part 10: mobile elevating work platforms*
- AS 2809.1, *Road tank vehicles for dangerous goods, Part 1: General requirements for all road tank vehicles*
- AS 7479, *Track maintenance and road rail vehicles – Collision avoidance and proximity warning*
- AS 7502, *Road Rail Vehicles*
- AS 7509, *Rolling stock – Dynamic behaviour*
- AS 7531 *Rolling stock lighting and visibility*
- AS 10896.1, *Rough-terrain trucks – Safety requirements and verification – Part 1: Variable-reach trucks*
- *ONRSR Guideline – Road Rail Vehicle Management and Operations*
- *NTC Load Restraint Guide*

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

aggregate trailer mass (ATM)

total weight of the fully loaded trailer when not coupled to the hauling vehicle

Note 1 to entry: ATM includes the trailer's own weight (tare weight) and the weight of its maximum payload.