

ARiSO

AUSTRALIAN RAIL INDUSTRY
STANDARDS ORGANISATION

Loading of Rail Freight

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:

ARC Infrastructure, ARTC, Aurizon, Pacific National, Qube, and Railize Ltd.

The Safety and Operations 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

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Preface

This Code of Practice was prepared by the Loading of Rail Freight Development Group, overseen by the ARISO Safety and Operations Standing Committee.

The major changes in this edition are as follows:

- (a) Clarification of accountabilities between rail infrastructure managers (RIMs) and rolling stock operators (RSOs);
- (b) Review and update of recommendations and requirements; and
- (c) Updating and alignment of normative and informative references documentation.

Objective

The objective of this Code of Practice is to aid Australian RSOs to describe common practice for loading of freight on rail vehicles.

This Code of Practice describes commonly accepted good practice relevant to operation on Australian railways, with the exception of sugar cane and light railways. It is advisory in nature and does not impose mandatory requirements unless expressly adopted or referenced by an operator. Operators may adopt this Code of Practice in whole or in part.

The scope of this Code of Practice is limited to the loading of rail freight only.

Commentary

Commentary C Preface

This Code of Practice 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 Code of Practice.

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Loading of Rail Freight
PREVIEW ONLY

Section 1 Scope and general

1.1 Scope and application

The purpose of this document is to provide RSOs and consignors with requirements and recommendations for the loading, restraint and securement of a wide range of freight commonly transported on rail vehicles.

The retention and proper configuration of loading in or on rail vehicles is critical to ensure safe transit and the prevention of damage to rail infrastructure, other rail traffic, infrastructure and persons.

RIMs and RSOs may require compliance with the requirements and recommended practices of this document for track access or transport of loading.

Compliance with the requirements and recommendations of this document will:

- (a) provide a significant level of uniformity in loading practices and procedures used on the interstate network, providing a greater level of confidence and acceptance of loads by RSOs and RIMs;
- (b) minimize the incidence of load shifts and the subsequent delays to trains and the delivery of goods, thereby increasing train performance and reducing costs;
- (c) significantly reduce the risk of adverse dynamic performance and the derailment potential of vehicles due to overloading and uneven load distribution, reducing maintenance costs and potential recovery and reparation costs;
- (d) reduce the risk of injury to persons and damage to loads, rolling stock and infrastructure;
- (e) reduce the costs to RIMs, operators and consignors associated with the above aspects; and
- (f) form an acceptable part of a rail safety management plan.

Incorrect load positioning and distribution, and/or inadequate load restraint and securement, can result in train delays and the creation of hazardous transit conditions.

The consequences of these conditions can be:

- (g) unacceptable eccentric or uneven loading laterally (side to side) or longitudinally (end to end) leading to poor vehicle dynamic performance;
- (h) overloading of a vehicle with the risk of damage to or failure of bearings, wheel sets, wagon structure, fittings and infrastructure;
- (i) unacceptable axle loads, producing excessive forces in the track structure;
- (j) movement of the load during transit, affecting load distribution, load outline and infrastructure clearances, including possible loss of the load from the vehicle;
- (k) increased potential for injury to loading and unloading staff, and persons on passenger platforms, or on or near the running lines;
- (l) increased potential for damage to adjacent vehicles, other loads or track-side infrastructure; and/or
- (m) increased potential for damage to loads due to dynamic behaviour (e.g., hunting, etc.)

The document should be used by RSOs and others engaged in the loading of freight, as the basis for the development of internal practices, procedures and training programs.