AUSTRALIAN RAIL INDUSTRY STANDARDS ORGANISATION

Type Approval — Signalling

CODE OF PRACTICE

Advancing safety and productivity

Notice to users

This ARISO product has been developed using input from rail experts from across the rail industry and represents good practice for the industry. The reliance upon or manner of use of this ARISO product is the sole responsibility of the user who is to assess whether it meets their organisation's operational environment and risk profile.

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

TfNSW, UGL, ARTC, TSA Riley, BHP, and Queensland Rail.

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 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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Preface

This Code of Practice was prepared by the Type Approval – Signalling Development Group, overseen by the ARISO Train Control Systems Standing Committee.

The major changes in this revision are as follows:

(a) Introduction of a nationally aligned, risk-based framework for signalling type approval, including alignment with the National Product Type Approval Framework to support consistency and cross-acceptance.

(b) Formalization of a structured evidence framework through the Product Information Pack (PIP), including defined evidence categories and requirements to support consistent, evidence-based decision making.

(c) Strengthening of cross-acceptance and change management processes, including structured context difference assessment and clearer criteria for assessing product changes.

(d) Expansion of guidance, tools and processes for trials, decision-making and lifecycle management, aimed at improving consistency, traceability and assurance across type approval activities.

Objective

The objective of this Code of Practice is to provide guidance on the application of AS 7702 for signalling products and promote a common understanding of type approval requirements between suppliers of product for signalling applications and rail transport operators (RTOs).

This Code of Practice provides guidance to support consistent and effective application of AS 7702.

The terms shall, should, and may are used as follows:

- “shall” indicates a requirement that exists because it is mandated by AS 7702, other applicable standards, legislation or an RTO’s SMS.
- “should” indicates a recommended practice or approach that may be adopted by an RTO based on its risk tolerance and operating context.
- “may” indicates an optional practice or discretionary action.

This Code of Practice does not introduce new mandatory requirements.

ARISO products identify known hazards relevant to the railway industry. Appendix A provides a non-exhaustive list of hazards relevant to the scope of this document.

Document details

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Document history

Publication Version	Effective Date	Reason for and Extent of Change(s)
2026	18 June 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	18 June 2026

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Section 1 Scope and general

1.1 Scope

This document is intended to be applied to the type approval of signalling products.

It provides guidance to support a consistent, transparent and risk-based approach to the assessment of signalling products prior to their acceptance for use in service. It includes the following:

(a) Guidance on which products need to be type approved.

(b) Detailed guidance on information to support type approval.

(c) Scaling the type approval based on risk and criticality.

(d) Addressing incremental adjustments to existing type approvals.

(e) Addressing incremental adjustments to grandfather approvals.

(f) Identifying practices for trialling equipment during assessment.

(g) Guidance on cross acceptance of products.

Any product that affects the interoperability of signalling or onboard systems, whether trackside or onboard, requires assessment and authorization before entering service.

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 7702:2023, *Rail Equipment Type Approval*
- AS/NZS 3112:2017, *Approval and test specification - Plugs and socket-outlets*

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
accredited standards authority
International Standards Organisation or International Electrotechnical Commission or its members

Note 1 to entry: Standards Australia, New Zealand Standards Organisation, American National Standards Institute and British Standards Institute are each an example of an accredited standards authority.

1.3.2
application condition
condition applied to a product approval that restricts or limits the use of the product in specific circumstances

Note 1 to entry: Application conditions can constrain use to particular design types, location types, operating environments or operational contexts.

1.3.3
approved supplier
supplier approved to provide goods to the RTO as per the requirements of the RTO procurement processes defined in their SMS