

RISSB

RAIL INDUSTRY SAFETY AND STANDARDS BOARD

STANDARDS

AS 7489

Rolling Stock Passenger
and Seating Appointments



Australian
STANDARD

AS 7489

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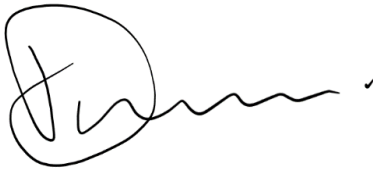
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The Rolling Stock Standing Committee verified that RISSB's accredited process was followed in developing the product, before the RISSB Board approved the document for publication.

RISSB 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.



Damien White
Chief Executive Officer
Rail Industry Safety and Standards Board

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Document details

First published as: AS 7489:2024

ISBN: 978 1 76139 914 5

Document history

Publication Version	Effective Date	Reason for and Extent of Change(s)
2024	10 December 2024	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
Rail Industry Safety and Standards Board	25 November 2024

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Published by the Rail Industry Safety and Standards Board, PO Box 518 Spring Hill Qld 4004, Australia.

Preface

This standard was prepared by the Rolling Stock Passenger Seating and Appointments Development Group, overseen by the RISSB Rolling Stock Standing Committee.

Objective

The objective of this Standard is to provide best practice and performance-based outcomes in the design, manufacture and maintenance of rolling stock passenger seating, fittings and fixtures.

Compliance

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

- (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.

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’.

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.

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

Appendices in RISSB 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 Purpose

The purpose of this Standard is to provide best practice and performance-based outcomes in the design, manufacture and maintenance of rolling stock passenger seating and appointments.

1.2 Scope

This Standard is applicable to passenger seating and appointments for new or substantially passenger area modified passenger rolling stock that operate on a network.

Commentary C1.2

Substantially passenger area modified passenger seating and appointments areas on rolling stock refers to vehicles undergoing significant internal modifications involving changes to passenger seating and appointments (e.g., mid-life upgrades, refurbishments, or life extensions).

Crew seating is excluded from this Standard.

It is recognized that some RISSB products referenced in this Standard as either normative or informative do not specifically include light rail vehicles and/or metro rolling stock. However, for the purposes of this Standard, light rail vehicles and metro rolling stock are included and any referenced standards that do not specifically include light rail vehicles and/or metro rolling stock may be applied as deemed appropriate for this type of rolling stock.

This Standard does not specifically cover rolling stock used for heritage operations, crew cars, sleeper cars and dining cars. However, items from this Standard may be applied to such systems as deemed appropriate by the relevant rolling stock operator (RSO).

1.3 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 3000, *Electrical installations (known as the Australian/New Zealand Wiring Rules)*
- AS 7470, *Human Factors Integration Engineering Design - General Requirements*
- AS 7488, *Railway rolling stock – Locomotive and passenger vehicle flooring*
- AS 7521, *Interior Crashworthiness*
- AS 7522, *Access and egress*
- AS 7529.3, *Australian Railway Rolling Stock — Fire Safety, Part 3: Passenger*
- AS 7530, *Electrical systems*
- *Australian Government Disability Standards for Accessible Public Transport Guidelines (DSAPT)*
- BS EN 1335.1, *Office furniture. Office work chair – Dimensions. Determination of dimensions*
- BS EN ISO 7250.1, *Basic human body measurements for technological design, Body measurement definitions and landmarks*
- GMRT 2100, *Rail Vehicle Structures and Passive Safety*
- iMOVE 6-002, *Australian Size Variation for Design, M004: Detailed anthropometry dataset V2.0 30/06/2023*

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