

# Rail industry safety induction

## 1. General

Rail industry safety induction (RISI) is an industry induction that introduces participants to the key generic hazards of an operating rail environment, including electrical safety awareness. As an induction, RISI is not a Safeworking certification.

RISI is obtained by successfully completing the TfNSW-authorized Safely access the rail corridor (SARC) training.

The requirements for RISI in this Standard apply only to the Sydney Trains Network.

This Standard applies to four categories of people who access the Rail Corridor and have potential to enter the Danger Zone:

- employees
- access holders
- contractors
- visitors.



---

### NOTE

Sydney Train's RISI requirements do not apply to organisations with agreements for access to the Sydney Trains Network (access holder) unless that access agreement imposes the requirement.

---

# Rail industry safety induction

## 2. RISI authorisations

Where this standard refers to a RISI authorisation, this applies to any Sydney Trains RISI authorisation that is issued by TfNSW.

A RISI authorisation is issued to persons who do not hold a RSW authorisation that includes a Safeworking certification.

A RISI authorisation is only issued to persons who have satisfactorily completed approved SARC training and meet the health standards, authentication and compliance checking requirements.

Evidence that a person holds a current and valid RISI authorisation is demonstrated by:

- RIW card with a "TfNSW-Operator" in the role description field in the RIW system for contractors
- RIW card with a "TfNSW-Operator" in the role description field in the RIW system or a TfNSW issued RISI card for employees

Only these cards will be recognised within the Sydney Train's Network.



---

### NOTE

Only RIW cards with Sydney Trains RISI authorisation will be recognised for use in the Sydney Trains Network by contractors.

---

## Rail industry safety induction

TfNSW issued RISI cards must:

- show the cardholder's name
- display a clear colour photograph of the cardholder's face
- card identification number
- detail medical restrictions (if any).

RIW cards must:

- show the cardholder's name
- display a clear colour photograph of the cardholder's face
- card identification number
- digital code

Anyone wishing to obtain a RISI card or RIW card must provide 100 points of identification as per section 10.

---

### 3. Requirement for RISI

Unless a person holds a valid Safeworking certification, RISI may be required as detailed below:

#### **Employees**

Employees who are required, or may be required, to enter the Rail Corridor for work, must complete approved SARC training.

If their work could require them to intrude into the Danger Zone, employees must hold a valid RISI authorisation.

#### **Contractors and visitors**

Contractor and visitor entering the Rail Corridor must hold a valid RISI authorisation if their work could require them to intrude into the Danger Zone.

## Rail industry safety induction

### **Determining the requirement for RISI**

A Qualified Worker holding a RSW authorisation with Track Protection Officer, Assess Corridor Safety or other Safeworking certification with relevant worksite protection competencies must assess whether the activities being undertaken by the person could reasonably be expected to result in them intruding into the Danger Zone.

Examples of where intrusion into the Danger Zone would not be reasonably expected are:

- the person will remain wholly within a safe place (e.g. activities inside a station, office or other structure), or
- work on a station where people and/or equipment will remain within the yellow lines, or
- a designated area has been established with controls in place to prevent persons from entering the Danger Zone, or
- work will be wholly within a stabling yard, maintenance centre or depot and a method of working safely has been established and documented to manage the risk of strike and collision for the activities.

In the above examples, intrusion into the Danger Zone would not be expected only if:

- access and egress is via a public access point or designated pathway
- any crossing of tracks will be made at a designated crossing
- everyone has received a site-specific safety induction for the location.

## Rail industry safety induction

### **Inside a stabling yard, maintenance centre or depot**

Persons who do not hold a RISI authorisation must be escorted by a person who is familiar with all the risks and hazards of that location.

### **Outside a stabling yard, maintenance centre or depot**

Persons holding a RISI authorisation but no other RSW authorisations must be supervised by a person holding an RSW authorisation with relevant Worksite Protection competencies if entry to the Rail Corridor could require them to intrude into the Danger Zone.

## **4. TfNSW-authorized SARC training conducted by other Registered Training Organisations (RTOs)**

RTOs may conduct TfNSW-authorized SARC training and assessment if they are approved by TfNSW.

Only SARC training that is delivered and assessed by TfNSW Approved Training Providers<sup>1</sup> will be recognised.

Mutual recognition of a RISI authorisation is provided for individuals who have undertaken SARC training through a non-approved Training Provider. Holders of a Statement of Attainment in TLIF0020 Safely Access the Rail Corridor, may also be required to undertake a RISI bridging course before being assessed by an approved assessor for the purposes of authorisation and card issue.

<sup>1</sup> Enquiries from eligible RTOs regarding the TfNSW Approved Training Provider System should be made to TfNSW Organisational Development

## Rail industry safety induction

The issue of a RISI authorisation for use within the Sydney Trains Network is given at the discretion of Sydney Trains. Sydney Trains reserves the right to withdraw a RISI authorisation for the Sydney Trains Network.

It should be noted that false declarations regarding previous positive Drug or Alcohol tests will result in those applications for Sydney Trains RISI authorisations being automatically declined and will affect any further applications being considered.

---

### 5. Health standard

Holders of a RISI authorisation must meet the requirements of the National Standard for Health Assessment of rail safety workers.

The medical criteria for a RISI authorisation are:

- Category 3 health assessment for hearing, vision and mobility (colour vision is not a requirement)
  - drug and alcohol screening (breath and urine analysis).
-

## Rail industry safety induction

### 6. Exempting the requirements for RISI

The requirement for RISI authorisation may be waived in the following circumstances:

- a RISI exempt area has been created as described in section 7, or
  - a waiver has been issued for Emergency Services or external agencies as described in section 8, or
  - a waiver has been issued for an individual as described in section 9.
- .....

### 7. Establishing a RISI exempted area

The RISI requirements will not apply if a work area or location can be segregated from the Danger Zone by fencing or other suitable continuous barrier that prevents people from entering the Danger Zone.

To establish an area that is exempted from the requirements for RISI, a risk assessment must be developed to identify all hazards associated with the establishment of the RISI exempted area. This risk assessment must detail the identified hazards and the controls nominated to manage the hazards.

A Site Safety Plan for the work area or location must be developed which manages all identified hazards, including those created by electrical infrastructure.

## Rail industry safety induction

The site supervisor is responsible for ensuring a copy of the site safety plan, associated risk assessment and site safety briefing are:

- available on site, and
- updated if site conditions change

All persons associated with the work area or location must receive a site safety induction.

The use of vehicles, plant or machinery within the perimeter of the exempted area must be assessed to ensure it does not have the potential to encroach the Danger Zone.

Where the establishment of a RISI exempted area has the potential to restrict or impede access to assets or services owned by Sydney Trains or other third parties, the external interface manager for the applicable region must be consulted and if necessary, suitable access arrangements made with the affected parties.



### **WARNING**

The establishment of a RISI exempt area must not restrict or impede:

- access to the track by emergency services, or
- egress from trains by passengers in an emergency, or
- the ability for workers in the Danger Zone to easily access a safe place.

## Rail industry safety induction

The fencing or continuous barrier erected to separate the RISI exempted area from the Danger zone must satisfy the following criteria:

- allow access to, and departure from, the work area or location without the need to enter the Danger Zone.
- must be substantially constructed and installed to physically prevent access to the Danger Zone
- must be insulated from electrical infrastructure and compliant with the insulation requirements specified in *TS 02364 Boundary Fences*
- must comply with the transit space requirements of *TS 03500 Transit space*
- must not impede the Drivers sighting of signals or track side signs
- must not impede or restrict immediate access to a Safe place by workers on adjacent tracks

The site supervisor for a RISI exempted area will be responsible for ensuring all requirements in this standard are met.

A copy of the risk assessment, site safety plan, RISI exempted area review checklist and supporting documents must be submitted to Sydney Trains Network Rules for review prior any site being exempted from the requirements.

Failure to comply with all these requirements may result in the closure of the site and/or removal of all non RISI persons.

.....

## Rail industry safety induction

### 8. Waivers from the requirements of RISI for Emergency Services personnel, Emergency Services exercises or other external agencies responding to an urgent situation

The Senior Manager Incident Response is an Authorised person and may issue:

- individual waivers for Emergency Service personnel
- a group waiver for an emergency exercise, which may include people that are not Emergency Services personnel.

The Senior Manager Incident Response must maintain records of individual waivers or group waivers for an Emergency Services exercise.

#### **Individual RISI waiver for Emergency Service personnel**

Where a waiver is required for an individual, the sponsor requesting the waiver must submit an *NRFM-1496 Application for RISI Waiver form* to the Senior Manager Incident Response.

Before approving a waiver, the Senior Manager Incident Response must ensure:

- a safety assessment has been done
- necessary safety arrangements will be in place to protect the person when in the Danger Zone
- the person will be supervised by a person holding a RSW authorisation with relevant Worksite Protection competencies at all times when in the Danger Zone
- the person will wear approved high-visibility clothing and other applicable PPE.

## Rail industry safety induction

A waiver for an individual must be issued on an *NRFM-0895 Rail Industry Safety Induction (RISI) Waiver form*. A copy of the waiver must be carried by the individual at all times when in the Rail Corridor.

### **RISI waivers for an Emergency Services exercise**

Where a waiver is required for an Emergency Services exercise, the Senior Manager Incident Response must ensure a site safety plan has been completed that ensures:

- necessary safety arrangements will be in place to protect any person if entry into the Danger Zone is required
- everyone associated with the exercise receives a site safety induction
- a process is in place to account for all emergency exercise participants
- everyone will wear approved high-visibility clothing and other applicable PPE.

A waiver for an Emergency Services exercise must be issued on *NRFM-1497 RISI Waiver for Emergency Services Exercises form*.

### **Emergency Services responding to an incident**

A waiver will not be required by Emergency Services personnel when responding to an incident.

### **External agencies responding to an urgent situation**

A RISI waiver is not required by personnel of external agencies or statutory bodies where the person is:

- responding to an urgent situation, or
- conducting activities associated with inspections, audits or investigations where bodies have statutory right of access.

## Rail industry safety induction

In these circumstances the person must not enter the Danger Zone unless:

- a person holding a RSW authorisation with relevant Worksite Protection competencies conducts a safety assessment to determine the method of protection for the individual
  - individuals are supervised by a person holding a RSW authorisation with relevant Worksite Protection competencies
  - individuals receive an induction and any applicable Pre-work Briefing.
- 

### 9. Waivers from the requirements of RISI for individuals

Individuals may have the RISI requirements waived for specific purposes and for limited periods of time by the applicable manager as detailed below or their nominated representative.

- Director Network Standards, Systems & Quality, Sydney Trains
- Director Safety, Risk & Assurance Service Delivery Engineering and Maintenance, Sydney Trains
- Director Safety, Risk & Assurance Service Delivery Suburban Services, Sydney Trains
- Director Safety, Risk & Assurance Service Delivery Rail Operations & Corporate Services, Sydney Trains
- Director People, Planning & Capability, NSW Trains

## Rail industry safety induction

Where representatives have been nominated, the persons listed above must maintain a register of nominated representatives. For the purpose of this Standard, these persons, or their nominated representatives will be known as Authorised persons for the purpose of issuing RISI waivers.

Where a waiver is required for an individual, the sponsor requesting the waiver must submit a *NRFM-1496 Application for RISI Waiver form* to an Authorised person.

Before issuing a waiver for an individual, the Authorised person must make sure that:

- a person holding a RSW authorisation with relevant Worksite Protection competencies conducts a safety assessment to determine the method of protection for the individual
- individuals are supervised by a person holding a RSW authorisation with relevant Worksite Protection competencies
- individuals receive an induction and any applicable Pre-work briefing.

The safety assessment must clearly consider that people entering the Rail Corridor have not completed approved SARC training.

A waiver for an individual must be issued from a *NRFM-0895 Rail Industry Safety Induction (RISI) Waiver form*. At all times when in the Rail Corridor, a copy of the waiver must be carried by the individual.

.....

## Rail industry safety induction



### NOTE

RISI waivers are not normally considered for workers who have completed approved SARC training but are awaiting the issue of their RISI authorisation unless there are exceptional circumstances.

---

### Guidelines for issuing a RISI waiver

Authorised persons issuing a waiver for individuals should consider the following guidelines when considering the issue of a waiver:

- the individual has not been granted a waiver in the previous 12 calendar months
- the waiver will not be issued for a period of greater than five working days
- a safety assessment has been done
- all necessary safety arrangements will be in place to protect the person when in the Danger Zone
- the person will be supervised at all times when in the Danger Zone by a person holding a RSW authorisation with relevant Worksite Protection competencies
- the person will wear approved high-visibility clothing and other applicable PPE.

If any of these conditions cannot be met, approval must be obtained from the applicable manager as detailed on page 13 before a waiver can be issued.

## Rail industry safety induction

### **Maintaining records of RISI waivers issued**

Authorised persons must maintain records of all waivers from RISI requirements they issue for individuals in a register approved by the Director Network Standards, Systems & Quality, Sydney Trains.

This information must be available to other Authorised persons.

The following information must be recorded by the Authorised person at the time of issuing a waiver:

- full name of the individual
  - individual's date of birth
  - name of company or organisation employing or contracting the individual
  - sponsor's full name and position
  - dates for which the waiver will apply
  - reason for the request
  - Authorised person's name.
- 

### **10. Identification documentation**

A RSW card or RIW card with RISI authorisation must only be issued when the applicant has provided 100 points of identification.

100 points must be provided from both Primary and Secondary document categories and at least one ID document from either category must display a colour photograph of the applicant.

## Rail industry safety induction

Copies must be certified as true and correct copies by a Justice of the Peace (or other role as specified on the card application form).

### **Primary documentation**

#### **70 points:**

- Birth certificate
- Citizenship certificate
- Current passport
- Expired passport which has not been cancelled and was current within the preceding two years
- Drivers licence issued by an Australian state or territory
- NSW Photo card or Proof of Age card issued by the Services NSW

### **Secondary documentation**

#### **40 Points** (Must have a photograph and a name):

- Licence or permit issued by the Commonwealth, a state or territory government
- Identification card issued to a public employee
- Identification card issued by the Commonwealth, a state or territory government as evidence of the person's entitlement to a financial benefit.

## Rail industry safety induction

### **35 Points** (Must have name and address):

- An identification card issued to a student at a tertiary education institution
- A mortgage or other instrument of security held by a financial body
- Council rates notice
- Land Titles Office record.

### **25 Points** (Must have name and signature):

- Marriage certificate (for maiden name only)
- Credit card
- Foreign driver licence
- Medicare card (signature not required)
- Membership to a registered club
- NRMA Membership
- EFTPOS card.

### **25 Points** (Must have name and address):

- Document from your current employer or previous employer within the last two years
- Records of a public utility – phone, water, gas, or electricity bill
- Records of a financial institution
- A record held under a law other than a law relating to land titles
- Lease/rent agreement
- Rent receipt from a licensed real estate agent.

## Rail industry safety induction

**25 Points** (Must have name and date of birth):

- Record of a primary, secondary or tertiary education institution attended within the last 10 years
  - Record of professional or trade association of which you are a member.
- .....

## Rail industry safety induction

### 11. Definitions

<b>Access Holder</b>	A person with a right of access to the Sydney Trains Network under either: <ul style="list-style-type: none"> <li>• a rail operator's access agreement, or</li> <li>• another access agreement.</li> </ul>
<b>Authorised person</b>	A person authorised in section 9 of this standard to issue a RISI waiver.
<b>Contractor</b>	A person contracted to TfNSW, Sydney Trains or NSW Trains to provide goods, works or services.
<b>Danger Zone</b>	Everywhere within 3 metres horizontally from the nearest rail and any distance above or below these 3 metres, unless a safe place exists or can be created.
<b>Employee</b>	Any person employed by TfNSW, Sydney Trains or NSW Trains on a full-time, casual or temporary basis under an Enterprise Agreement, or an individual employment contract.
<b>public access point</b>	An access point on the Network specifically constructed to give public access to the Rail Corridor, e.g. public road level crossings.
<b>Rail Corridor</b>	The land on which a railway is built; comprising of all property between property fences, or if no fences, everywhere within 15 metres from the outermost rails.
<b>Rail Safety Worker</b>	A person who is carrying out Rail Safety Work as defined by the Rail Safety (Adoption of National Law) Act 2012.
<b>RIW card</b>	A Rail Industry Worker card issued as part of Australasian Railway Association (ARA) Rail Safety Worker Program.
<b>RSW card</b>	A Rail Safety Worker card that includes a Safeworking certification issued by TfNSW OD on behalf of TfNSW, Sydney Trains or NSW Trains.
<b>sponsor</b>	An employee of TfNSW, Sydney Trains or NSW Trains who is applying for a RISI waiver on behalf of a visitor or contractor.
<b>TfNSW</b>	Transport for New South Wales

## Rail industry safety induction

### 12. Related documents

<i>NRFM-0895</i>	<i>Rail Industry Safety Induction (RISI) Waiver form</i>
<i>NRFM-1496</i>	<i>Application for RISI Waiver form</i>
<i>NRFM-1497</i>	<i>RISI Waiver for Emergency Services Exercises form</i>
<i>TS 02364</i>	<i>Boundary fences</i>
<i>TS 03500</i>	<i>Transit space</i>

### 13. Effective date

13 April 2026

# Rail industry safety induction

## 14. Appendix

### RISI exempted area review checklist

**Location**

**Project details**

**Project Sponsor**

<input type="text"/>	<input type="text"/>
<small>Name</small>	<small>Position</small>
<input type="text"/>	<input type="text"/>
<small>Organisation</small>	<small>Telephone</small>

**Kilometre**  to

**Adjacent track/s**

**Risk Assessment completed and copy attached**

**Site Safety Plan completed and copy attached**

**Site fencing**

Allows access to, and departure from, the site or location without the need to enter the Danger Zone

Is substantially constructed and installed to physically prevent access to the Danger Zone

Complies with ESC 215 Transit space and SPC 511 Boundary fences

Does not impede the Drivers sighting of signals or track side signs

Does not impede or restrict immediate access to a Safe place by workers on adjacent tracks

Does not impede access to the track by emergency services

Does not impede or restrict egress from trains or stations by passengers in an emergency

**Third party access**

Are there any assets that need to be maintained by Sydney Trains or other parties  **Y**  **N**

If yes, provide details of access arrangements below

**Sydney Trains review**

Reviewed by  Date

Comments